

EXHIBIT NO. 1

13
3-15-03

Docket Item # 2
MASTER PLAN AMENDMENT #2003-0002
REZONING #2003-0001
TEXT AMENDMENT #2003-0001

Special Planning Commission Meeting
February 26, 2003

ISSUE: Consideration of an amendment to the 1992 Master Plan to add the Eisenhower East Small Area Plan, including CDD guidelines; consideration of an amendment to the King Street/Eisenhower Avenue Metro Station Small Area Chapter of the 1992 Master Plan to remove that land area to be included in the new Eisenhower East chapter; consideration of amended zoning maps to reflect the Eisenhower East CDD zoned areas; and consideration of amendments to Section 5-602 of the zoning ordinance with respect to CDD #2, and a new CDD #11.

APPLICANT: Department of Planning and Zoning

LOCATION: Area bounded generally by Duke Street, Holland Lane, Telegraph Road, and the southern boundary of the city.

PLANNING COMMISSION ACTION, MARCH 4, 2003: On a motion by Mr. Komoroske, seconded by Mr. Leibach, the Planning Commission voted unanimously to recommend approval of the Eisenhower East Small Area Plan, with the motion carried by a 7 to 0 vote, to specifically recommend approval of:

- Amendment to the 1992 Master Plan to adopt the Eisenhower East Small Area Plan as a new chapter to the Master Plan, with additional discussion on page 4-8 and in the Executive Summary to address the results of the traffic impact analysis on roads located outside the Eisenhower East study area;
- Amendment to the King Street/Eisenhower Avenue Metro Station Small Area chapter of the 1992 Master Plan to remove from that chapter the land area now covered by the Eisenhower East Small Area Plan;
- Amendment to the zoning maps with respect to the land covered by the Eisenhower East Small Area Plan to reflect the boundaries of CDD #1, CDD #2, and a new CDD #11, as amended on the revised zoning map dated 02-26-2003 to maintain the CDD#1 zoning for Carlyle, Block P; and
- Amendment to the text of Section 5-602 of the zoning ordinance (the CDD chart) to reflect zoning consistent with the Eisenhower East Small Area Plan chapter of the Master Plan, as provided in Attachment #2.

On an earlier motion, later reconsidered, by Mr. Komoroske, seconded by Mr. Leibach, the Planning Commission voted to recommend approval of the same motion noted above. The motion carried by a vote of 5-1-1, with Mr. Robinson abstaining as he was not present for the public hearing and Mr. Gaines dissenting. The original vote was reconsidered as all the Planning Commissioners felt a unanimous vote was essential in accurately representing both the enthusiasm and full support the Planning Commission had for the Eisenhower East Plan and the inclusive planning process. They specifically applauded the Plan for its comprehensive approach toward managing traffic and significantly reducing future traffic impacts.

Reason: The Planning Commission enthusiastically endorsed the Plan. The members discussed the issues raised in the public testimony with regard to increasing densities when not providing underground parking, the potential to change uses and densities, and expressed the concern that modifying individual elements of the plan would unravel the Plan as a cohesive approach. The Commission discussed the connections between Eisenhower East and the Eisenhower West area, and the desire to rename Eisenhower Avenue to Eisenhower Boulevard. The idea of extending the jurisdiction of one Design Review Board for both the East and West areas was raised. With regard to affordable housing and the need for affordable places for people to live near their work, it was expressed that attention should to be paid to the types of jobs that are generated in order to provide the opportunity for everyone to work and live in the Valley.

The Commission expressed the need to pay attention to the design details, particularly with the streetscape and street furniture, in implementing the plan, as well as taking a proactive, workable approach towards implementation. Parking was discussed as a critical element to support the proposed retail uses, and the Commission expressed the desire to maintain the Plan's approach to retail parking.

AMENDMENTS BY THE PLANNING COMMISSION: The Commission incorporated two amendments as part of its motion to recommend approval of the Small Area Plans and zoning amendments, as follows:

- Add additional discussion in the Eisenhower East Small Area Plan on page 4-8 and in the Executive Summary to address the results of the traffic impact analysis on roads located outside the Eisenhower East study area; (See new text following)
- Adoption of a revised zoning map, dated 02-26-2003, maintaining the CDD#1 zoning for Carlyle, Block P, with the provision that the design guidelines outlined in the Eisenhower East Plan shall apply to the property (See attached revised zoning map dated 02-26-2003)

Planning Commission Amendments to Eisenhower East Small Area Plan

1. Amendment by Planning Commission to Page 4-8, Land Use and Circulation, Eisenhower East Small Area Plan, February 2003 Draft:

New text shown underlined; deleted text shown as ~~strikeout~~

Impact of the Seven Traffic-Reducing Strategies

Each of the seven key strategies are carefully integrated into the land use and circulation aspects of the Plan. The synergy gained through integrating the seven strategies into one plan results in substantial improvements in the traffic performance. In January of 2003 Wilbur Smith compared the AM and PM peaks traffic flows on Eisenhower Avenue under the Eisenhower East Plan with their its earlier study that had determined the traffic flows for maximum development under the current zoning.

The results of this analysis indicated that the Eisenhower East Plan will have 25% fewer trips in the PM peak hour than the build out scenario under the current zoning and 29% fewer trips in the AM peak hour. The overall reduction in average daily traffic (ADT) was 17%. Perhaps of more importance is that the projected performance of the major intersections under the Plan performed extremely well. The following is the projected level of 2020 Build-out Peak Hour Levels of Service at major intersections located within the Eisenhower East study area:

	AM Peak	PM Peak
• Eisenhower and Mill Road Extension	Level B	Level C
• Eisenhower and Stovall Street	Level D	Level C
• Eisenhower and Swamp Fox Road	Level B	Level D
• Eisenhower and John Carlyle Street	Level B	Level C
• Eisenhower and Holland Lane	Level A	Level A

The comprehensive traffic analysis also showed improvement to the level of performance for intersections located outside of the study area, including:

AM Peak Hour:

- Duke Street and Taylor Run Parkway Level C to B
- Duke Street and Diagonal Road* Level F to E

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- Duke Street and Holland Lane* Level F to E
- Eisenhower Avenue and Mill Road Extended* Level F to B

PM Peak Hour:

- Duke Street and Taylor Run Parkway* Level F to D
- Eisenhower Avenue and Mill Road Extended* Level F to C

*Without the Plan, these intersections are projected to operate at failing levels.

While traffic reductions resulting from the Plan occurred at the other Duke Street intersections, at Callahan Drive, John Carlyle Street and Reineker's Lane, these intersections are projected to continue to operate at over-capacity in the 2020 Build-out Year.

The traffic analysis explored potential impacts (using ADTs) to the local neighborhoods north of Duke Street. This evaluation included the six streets west of Telegraph Road (Taylor Run Parkway, Cambridge Road, Yale Drive, Quaker Lane, For Williams Parkway and Janneys Lane) and two streets east of Telegraph Road (Russell Road and Commonwealth Avenue). All of these streets showed a reduction in the amount of traffic generated from Eisenhower East under the Plan. Overall, projected traffic reductions (in ADTs) of 17-18% are anticipated along these streets with the implementation of the seven strategies integral to the Eisenhower East Plan.

2. Amendment by Planning Commission to Page vii, Executive Summary, Eisenhower East Small Area Plan, February 2003 Draft:

Land Use/Circulation Strategy

To accomplish the vision for Eisenhower East, the Plan creates a true mixed-use neighborhood with a balance of jobs and housing at a density that will support and be served by the transit system. A major goal of the planning effort was to identify a comprehensive strategy to reduce traffic impacts that would result from development under the existing zoning in place in Eisenhower East. The objective was a reduction in potential traffic impacts both within the immediate Eisenhower East area and to adjoining neighborhood areas.

An integrated approach was developed that provides a reduction in overall development square footage, balances uses to lower traffic generation, includes a workable internal road network,

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places limits on parking to reduce the number of vehicles entering the area, and encourages enhanced transit usage. The approach includes seven traffic strategies were identified that will mitigate the impacts of traffic and enhance the quality of life:

3. Amendment by Planning Commission to Page viii, Executive Summary, Eisenhower East Small Area Plan, February 2003 Draft:

The synergy gained through the integration of the seven strategies into the Plan results in substantial improvements in the traffic performance. Compared to an early analysis of the traffic under the current zoning, the Plan's estimated traffic has 25% fewer trips in the PM peak hour and 29% fewer trips in the AM peak hour. The overall reduction in average daily traffic (ADT) is 17%. Perhaps of more importance is that the projected performance of the major intersections within the Eisenhower East area is significantly improved.

Outside of the study area, the comprehensive approach also results in improvement to the level of performance for a number of intersections along Duke Street, particularly during the AM peak hours. Within the adjoining neighborhood area, reductions in projected daily traffic will be 17-18% overall with implementation of the Eisenhower East Plan.

Speakers:

Harry P. Hart, representing Simpson Development Corp., complimented the plan and stated that his client was in agreement with the Plan as it applied to Phase 1 of the Simpson development. He further expressed concern that it would not be economically feasible to place parking underground in Phase 2 due to the soil conditions.

Donald Simpson, Sr., representing Simpson Development Corp, commented that he thought it was a very positive planning process. He stated that most of the remaining land is old landfill area and that he was concerned about the location of methane gas on his property when he develops Phase 2 of his property.

Jonathan Rak, representing Hoffman Family LLC, stated that his clients were the owners of the majority of the land in the area and that there was much to commend in the Eisenhower East Plan. He provided background information on the Hoffman properties, emphasizing an approved concept plan dating back to 1998. He stated that the most radical change from their approved concept plan is the shift in the balance of uses – to increase residential use on their property. He indicated that they were willing to work with the City as to the uses. Mr. Rak expressed concern that the maximum

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parking ratios provided in the plan may not be sufficient for the parking demand, and that the retail/entertainment ratio at 2 spaces per 1,000 s.f. to be too low. He referenced the AMC theater lease requiring 600 spaces and expressed the desire to have a "grandfather" provision for Hoffman's existing parking. He also expressed specific concern that the plan does not make provision for above-grade parking on Blocks 24 and 25A.

Andrew MacDonald stated that he thought it was premature to approve the plan, stating that the City should not look at projects independently. He expressed his belief that the RPA area should not be counted as open space. He also stated that perhaps we do not need the grid and that there was no exit onto I-95 from the area.

Bill Harvey, representing the Carlyle-Eisenhower Civic Association, complemented the staff and Planning Commission, and particularly the open planning process. He stated that he supported the formation of a Design Review Board and felt that most of the comments raised by Carlyle were addressed in the Plan. He believed that revisions should be made to the traffic circle to remove the open space.

Howard Middleton, representing American Trucking Association, Inc. (ATA), commended the staff and Planning Commission for an outstanding job. He expressed a desire to work with the staff in the development of the specific design guidelines for his client's property. He discussed the potential existence of methane gas on the ATA property and expressed concern about the ability to provide underground parking. He requested that a provision be included in the Plan that, if it was not feasible from a public health and safety standpoint to develop underground parking, they be awarded additional square footage to place the parking above grade without reducing their leaseable floor area. He also expressed the belief that 420 square feet per parking space better reflects the amount that could be provided underground. Mr. Middleton requested that the road proposed between the two ATA properties be designated for pedestrians only. He also discussed the approach in the Plan that applied specific use designations to individual properties with an allowance to change uses and suggested that the process for changing uses be more specifically defined.

Katy Cannady stated that the plan represented great new value to the landowners and does not address the neighborhoods. She expressed concern that the parking ratio was too large and should be reduced to a ratio of 1.25 spaces per 1000 square feet or the density of development should be reduced so that there would be fewer cars in the area.

Julie Crenshaw spoke to the infrastructure needs, expressing her thought that the area needs to be very pedestrian friendly, allowing sufficient sidewalk width to accommodate pedestrian flows. She commented on connecting green space and emphasized that small parks should have true green

space, not simply hardscape.

Stewart Schwartz, representing the Coalition for Smarter Growth, spoke in support of the plan, and stated that the Eisenhower East Plan was "a great plan" He emphasized the need to remember that the Plan strategies are all integrated and should remain intact, and believed the plan was on the right track with the parking approach and the need for transit. He stated that form-based codes, an approach similar to that of the plan, were the wave of the future. He stated that there should be more money for affordable housing and some type of inclusionary zoning, as used in neighboring Maryland jurisdictions, would promote affordable housing in the future.

Ellen Pickering expressed enthusiastic support for the Plan as it "takes giant steps to bring order to the area, and it is a plan to get excited about". She strongly recommended that the plan add a flyover (over the rail tracks) to connect the northern end of Stovall Street to Dove/Duke Street. She also felt it was important to have 4-way pedestrian crossings at the intersections. She expressed the need to increase the width of sidewalks by 5-6 feet if the adjoining building was taller than 5-6 floors along the street face. She questioned the future use of an existing pedestrian tunnel that connects from Duke Street to Mill Road. Ms. Pickering commented on the need to reduce parking and noted that Alexandria House was built on methane gas. She closed with the statement "let's stick to this Plan".

Jim Alexander, The Albemarle Group, LLC, representing the Alexandria Mini-Storage facility, expressed his concern about by-right densities and below grade parking.

Beverly G. Stephenson, representing Thomas Andrews Partnership, requested that the land area for their property as shown in the chart reflect the added land that should be incorporated from the vacation of some Mill Road right-of-way.

Poul Hertel commented that the planning process was a very good process, and the City should support and adhere to this Plan. He specifically endorsed the grid system and the pedestrian friendly aspects of the Plan. He felt the uncertainty of the funding of the Stovall ramp was problematic. He stated the importance of removing the existing (Hoffman) garage from the green space in the RPA.

Mr. Hertel also expressed his opinion that the width of sidewalks should be commensurate with building size.

Tom Parry stated that many aspects of the plan were jewels. He questioned why attention was paid to Beltway access and not to Duke Street. He felt there was a traffic problem and questioned the incentive to use Metro. He commented that the grid network was solely internal to the Eisenhower area.

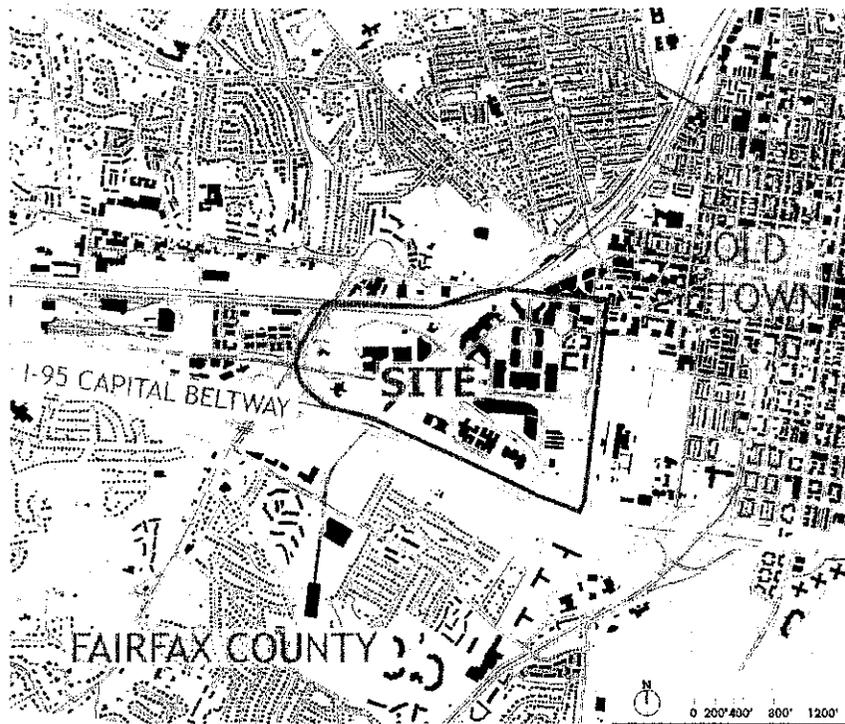
Roland Gonzales stated that this Plan "is much better than planning in the past and that the challenge

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will be consistent implementation of the plan". He felt the parking ratio of 1.66 spaces per 1,000 s.f. for office will bring in more cars than can be handled, and that, with this ratio, there should be a reduction in density.

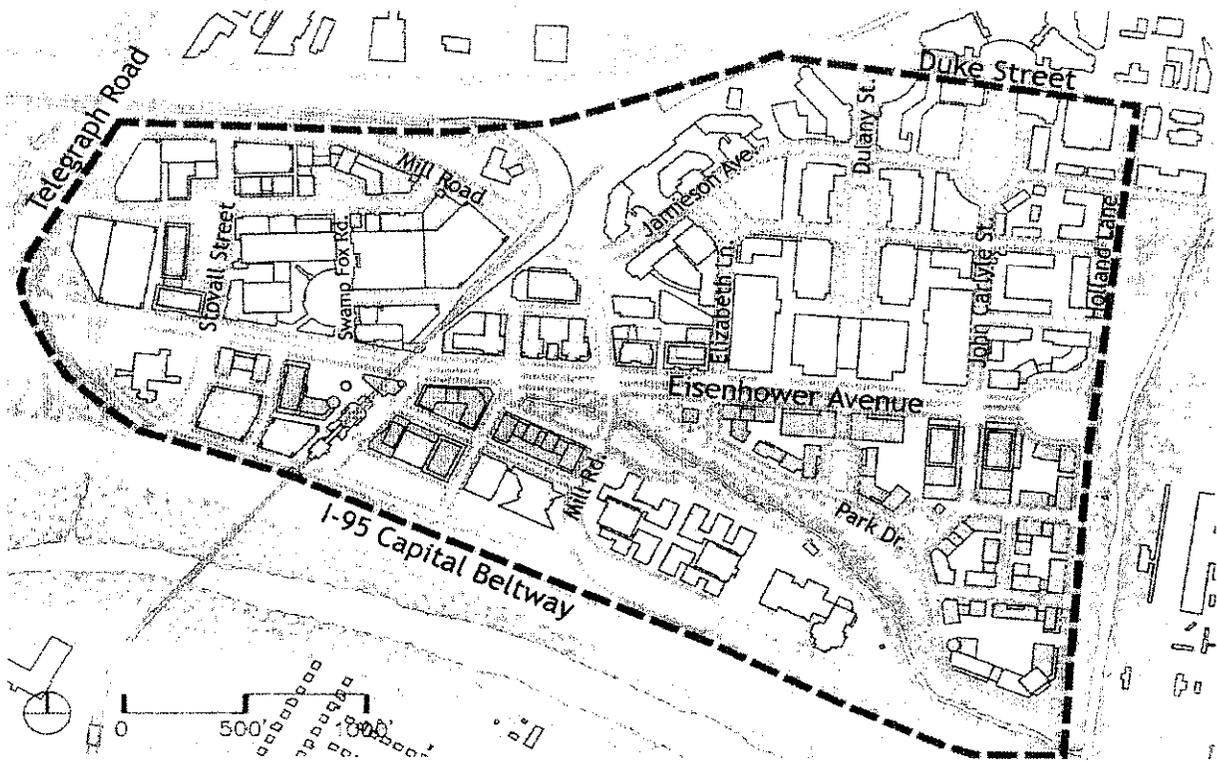
Jonathan Rak, representing Carlyle Development Corporation, commented that his clients would like to have Block P of the Carlyle development remained zoned as CDD#1.

Vicinity Map of Eisenhower East Area



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Eisenhower East Small Area Plan Boundaries



STAFF RECOMMENDATION:

Staff recommends that the Planning Commission, on its own motion, initiate the following amendments:

1. Amendment to the 1992 Master Plan to adopt the Eisenhower East Small Area Plan as a new chapter to the Master Plan;
2. Amendment to the King Street/Eisenhower Avenue Metro Station Small Area chapter of the 1992 Master Plan to remove from that chapter the land area now covered by the Eisenhower East Small Area Plan (see Attachment #3 for revised plan);
3. Amendment to the zoning maps with respect to the land covered by the Eisenhower East Small Area Plan to reflect the boundaries of CDD #1, CDD #2, and a new CDD #11, as shown on the proposed zoning map in Attachment #1; and
4. Amendment to the text of Section 5-602 of the zoning ordinance (the CDD chart) to reflect zoning consistent with the Eisenhower East Small Area Plan chapter of the Master Plan, as provided in Attachment #2.

BACKGROUND

The Eisenhower East planning effort has resulted in the creation of a shared vision among the community, property owners and the Planning Commission itself for a new, vibrant mixed use urban place focused around the Eisenhower Avenue Metro Station. This new urban place will be a transit-oriented neighborhood, including a balance of jobs and housing, a variety of natural parks and urban open spaces, with a retail/entertainment center that capitalizes on the existing theater, as well as a smaller retail area to serve the needs of residents and workers in the area.

The challenge in this planning effort has been how to guide and manage the potential build-out of approximately 17 million square feet of development allowed under existing zoning in the Eisenhower East area, in a manner that complements the existing characteristics of Alexandria. Specifically, the planning effort sought to enhance the City's quality of life by:

- Managing the projected traffic impacts of this development;
- Encouraging the creation of high quality building design and a rich mixture of uses that will create an exciting and livable community; and
- Providing for the integration of enhanced street design, tranquil open spaces and easy pedestrian

movement within a new urban environment.

EISENHOWER EAST PLAN

The Eisenhower East area has been experiencing extraordinary development pressures in recent years. With the total development potential under existing zoning at about 17 million square feet, approximately 4.3 million square feet is existing development (with the Hoffman and Carlyle developments) and an additional 6.2 million square feet of development had already been approved or is under construction. The remaining 6.5 million square feet of potential development is the primary focus of the Eisenhower East Plan.

The 230 acres comprising the Eisenhower East planning area represents opportunity for the greatest concentration of new development within the City in the coming decades. It encompasses the 83-acre Carlyle development, including the U.S. Patent and Trademark Office complex, as well as large tracts of land held by individual owners and corporations for which no transportation, development or design standards have been established. Creation of a shared vision and standards to guide this new investment was necessary to ensure that this new development will be coordinated with and contribute to the established character of the City.

The Eisenhower East planning process, under the direction of the Planning Commission, was a wide-ranging public participation process that included property owners and businesses in Eisenhower East, the Eisenhower Partnership, Civic Associations, interested citizens, and all relevant departments and agencies within the City. A detailed five-phase process was undertaken that included data compilation and analysis, identification and analysis of framework alternatives, and development and refinement of the concept plan. A series of community workshops were held over a 15-month period to provide information and seek public input. As a result of the public input and analysis, the Planning Commission adopted a series of recommendations in May 2002 that set a comprehensive direction for the development of the Eisenhower East Plan. These recommendations were:

Eisenhower East should:

- Create an urban, not suburban, development extension of Old Town/Carlyle;
- Establish itself as the City's primary economic development area;
- Utilize a design process that works with property owners and community stakeholders to realize the vision;

- Protect adjacent neighborhoods from adverse impacts;
- Maximize the use of Metro and other transit by concentrating a mix of uses and development around the Metro;
- Establish Eisenhower Avenue as a grand “urban” boulevard providing a friendly route to Metro and a balance of pedestrian and auto uses, with urban open space;
- Ensure a network of urban streetscapes designed to balance of auto, transit and pedestrian use, and provide smaller development blocks consistent with “Old Town” blocks;
- Create a balanced plan for a quality environment by providing a jobs/housing balance, an appropriate balance between revenue and cost of services, a level of development tied to performance criteria, and a mix of housing types and sizes;
- Provide a coordinated open space/recreation system, including public spaces, interconnected streets, resource protection areas, and open spaces and squares linked to the existing spaces in the Carlyle development; and
- Ensure parking programs and standards consistent with urban, not suburban, models, including adequate and convenient on- and off-street public parking, parking standards for office and residential uses consistent with the distance from Metro, and incentives for underground parking and disincentives for above-grade parking that dominates the streetscape.

The Eisenhower East Small Area Plan is attached as a separate document.

The principal elements of the Eisenhower East Small Area Plan are: 1) Land Use and Circulation Strategy, 2) Open Space System, 3) Transportation Approach, 4) Urban Design Guidelines and Architectural Principles, and 5) Implementation.

Land Use and Circulation Strategy

To accomplish the vision for Eisenhower East, the Plan creates a true mixed-use neighborhood with a balance between jobs and housing at a density that will support and be served by the transit system. Seven traffic mitigation strategies were identified that would reduce the impacts of traffic and enhance the quality of life:

- *Create an urban grid of interconnected streets;*
The street grid reduces traffic congestion by providing alternative routes and turning options, while, creating a sense of “openness” throughout the neighborhood.

- *Concentrate the greatest development at the Metro;*
The Plan locates 73% of the new office area, 66% of the new residential and 83% of the new retail/entertainment uses are located within 1500' of the Metro.
- *Achieve a balance between jobs and housing;*
The Plan calls for a balance of office, residential, hotel and retail/entertainment uses, and a 50/50 distribution of the residential and office square footage, or two jobs for every resident. Balancing the residential and office use has a more positive effect upon traffic impacts than reducing the intensity of overall development.
- *Provide a modest reduction in development intensity;*
A modest reduction in overall development intensity (from existing maximum zoning) is incorporated into the Plan. To achieve the reduction, the allowable square footage in the plan is based on the gross square footage rather than the net square footage as in the current zoning. This change provides a better reflection of the actual size of buildings, and results in better buildings as the incentive to construct occupied floor area with ceilings heights less than 7'-6" is eliminated.
- *Extend the neighborhood activity over a 16 hour per day / 7 day per week period;*
The Plan incorporates a regional serving retail/entertainment complex and a neighborhood serving area to provide for the needs of the workforce and residents of Eisenhower East. Office workers and residents will remain within the neighborhood during the workday, thus reducing the overall number of vehicular trips.
- *Minimize the overall amount of parking/optimize the short-term parking; and*
The Eisenhower East Plan parking strategy establishes a limitation on the amount of parking to encourage the use of transit and limit the number of single occupancy vehicles on the street.
- *Maximize the use of the transit facilities with a Transportation Management Plan.*
The Plan includes the formation of a district-wide transportation management program to ensure a coordinated program of policies and incentives to maximize the utilization of the existing and proposed transit infrastructure.

The synergy gained through the integration of the seven strategies into the Plan results in substantial improvements in the traffic performance.

Open Space System

The Plan includes a comprehensive system of integrated and interconnected conservation areas, passive and active parks, neighborhood and urban squares to meet the needs of the residents and visitors to the area.

The Plan includes four types of open space and parks.

- *Parks and Resource Protection Areas*
The Parks and Resource Protection Areas are related in form and location to natural amenities such as stream valleys, watersheds and resource protection areas (RPA). The Plan creates a major Community Park along the Mill Run RPA. The north side of the RPA is expanded and enhanced to create a new active/passive park, The Meadow, this park also assists in meeting the City's requirement to create a security radius northward from the police facility and jail.
- *Neighborhood Squares*
Neighborhood squares of green grass surrounded by shade trees are located within the residential neighborhoods to provide for informal and formal activities and a green oasis within the urban fabric.
- *Urban Squares*
Urban squares are centrally located throughout the higher density areas. These squares are generally paved with enhanced materials and defined by trees that provide shade at the edges. Facilities are provided for sitting, small concerts, outdoor markets, and restaurant and café dining.
- *Boulevard Park Space*
Eisenhower Avenue is designed as a linear park with a landscaped median, wide brick sidewalks, street trees, seating areas, ample crosswalks and distinctive lighting. The Eisenhower Linear Park extends the length of the planning area and unifies Avenue.

Transportation Approach

Transportation is key to the amount and type of development and the future character of the area. For Eisenhower East to develop into a lively, mixed-use environment with office, retail and residential uses, with open space, recreation, entertainment and cultural activities, the Plan provides adequate transportation capacity, while minimizing the impacts of traffic. In 2001, a City study indicated that under the then current zoning, the major intersections along Eisenhower Avenue failed or required numbers of multiple turning lanes that the community found unacceptable. The failure of the current

transportation infrastructure to support the zoning driven land uses was a major impetus for the City to undertake the Eisenhower East planning process.

The Plan recommends a balance between housing and office uses to reduce the number of auto trips, a reduction in the intensity of development, a grid of urban streets, a limited supply of parking, improved local transit alternatives, an improved pedestrian circulation system, an expansion of the Metro platform to the north side of Eisenhower Avenue and a district-wide Transportation Management Program (TMP).

- *Transit and Supportive Design Principles*
A high level of transit use is needed to minimize traffic impacts and support the anticipated levels of development. Transit trips almost always involve a pedestrian trip at one or both ends of the transit portion of the trip; thus, an attractive pedestrian experience is critical to increasing the use of transit. The Plan establishes pedestrian supportive design principles that will make every trip attractive, direct and safe.
- *Streets And Regional Access*
The Plan integrates a combination of highway access, local grid streets, and transit services to support the existing and proposed development. Significant through traffic pressures are created as the State connects the Capital Beltway express ramps directly to Mill Road. The Plan recommends the construction of a new Southern Street (with associated connection streets) extending from the Capital Beltway ramps westward on the southern side of the study area to provide alternative access to the Hoffman lands. Another roadway providing further distribution options connects Mill Road, south of Eisenhower to Elizabeth Lane. These new roads will alleviate significant congestion on Eisenhower Avenue, provide additional Metro access, and reduce turning volumes on Eisenhower Avenue. At the Eisenhower Avenue/Mill Road intersection the left turn lanes could be reduced from two to one, and the right-turn lanes eliminated.
- *Parking*
The Plan imposes a maximum on parking by land use type. Also, the Plan calls for short-term parking for office visitors, and retail and restaurant uses to be managed to maintain an adequate supply. The Plan provides significant amounts of on-street parking that is also maximized for short-term daytime parking.

To achieve the reduced parking ratios requires programs to maximize the use of transit and minimize the use of the single occupant vehicles (SOV). Within 1500 feet of the Metro station approximately 43 percent of the workers will have to be non-SOV, i.e. will arrive by transit, foot, bicycle, car or vanpool. These non-SOV rates are achievable with a strong Transit Management Plan as Arlington County is achieving rates as high as 55%.

- *Transit*
The Eisenhower East area is well served by high-capacity transit. The Plan builds upon the availability of transit, encouraging a very high level of use through transit incentives such as employee transit subsidies, shuttle system, improved information, etc., and through auto use disincentives, such as the parking policies.
- *Urban Design Guidelines and Architectural Principles*
The Plan's Urban Design component outlines policies and principles to ensure the implementation of the Plan's vision for Eisenhower East. Integral to the Plan are principles for the design of the urban street network, the system of parks, open spaces, plazas and squares, the height and massing of buildings, and architectural design principles. The principles are intended to ensure high quality and establish character without prescribing an exact architectural expression or form, where thoughtful solutions to design problems are encouraged in the spirit of creating the best possible public environment for Eisenhower East.

Following the adoption of the Plan, more detailed architectural design guidelines will be prepared by the Department of Planning and Zoning and adopted by the Planning Commission.

Implementation

Adoption of the Plan will be an important first step in outlining the future of Eisenhower East; however, given both the scale of the undertaking and the dynamics of the marketplace, successful implementation of the Eisenhower East Plan will require continuous involvement of the City of Alexandria to maintain the integrity of the longer term vision. Given the number of stakeholders, the range and magnitude of the issues, a changing community and the likely length of the build-out of Eisenhower East, it is recommended that the City maintain a proactive role in directing and implementing the Eisenhower East Plan. This involvement can be structured in a number of different ways, including:

- Utilizing an existing City Department, with designated staff focused on the Plan implementation;
- Supporting the role of the City with assistance from existing organizations, such as the Eisenhower Partnership, building their capacity to take on a more active leadership role; and/or
- Establishing a public/private partnership, including City officials, community representatives and property owners, to provide on-going leadership and management.

The process for implementing the Plan must be fair, reasonable and understandable. The City, the developers and the community need to understand the rules and the acceptable development

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parameters. To the degree that the Plan and plan-approval process are predictable, there is greater certainty about land values, development absorption, physical form, financial returns and the benefits to the greater community.

To equitably finance the community infrastructure elements, the City, working with the property owners and development community should explore funding mechanisms that will result in a fair allocation of costs relative to the resulting benefits.

Implementation of the Plan begins with the adoption of this Eisenhower Avenue Small Area Plan to modify the existing King Street/Eisenhower Avenue Metro Station Small Area Plan. The Plan recommends the creation of a new CDD 11 encompassing the land south of Eisenhower Avenue and east of Mill Road, and the modification of the existing CDD 2 zone. To ensure the vision of a quality urban neighborhood, a Design Review Board is proposed to implement architectural design guidelines that will be developed by the Department of Planning and Zoning and adopted by the Planning Commission.

LAND USE AND ZONING ACTIONS

In order to make that Eisenhower East planning work part of the official land use documentation for the City, the following actions are necessary.

Amend the Master Plan to include a new Small Area Plan: Eisenhower East. The City is now divided into 14 small areas, for master planning purposes. The Eisenhower East plan will be a 15th small area plan. The land that is covered by the new plan is now part of the King Street/Eisenhower Avenue Metro Station Small Area Plan. It is advisable to have a separate plan for the Eisenhower East area, given its distinct character, in order to give it the stature appropriate to this unique urban area.

Much of the land covered by the Eisenhower East plan is zoned CDD/Coordinated Development District. That zoning was developed to address concerns about large land areas, often owned by multiple parties, and to allow flexibility with higher densities provided that property owners complied with (1) the planning and design guidelines outlined in the CDD Guidelines included in the applicable small area plan, and (2) the CDD process outlined in the zoning ordinance. The zoning of CDD land has two alternative development levels: higher densities are allowed with Special Use Permit approval; if a property owner chooses not to follow the CDD approach, an "underlying" zoning is also established. See Section 5-602 of the zoning ordinance, discussed in more detail below.

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Because compliance with CDD guidelines is required to take advantage of the higher densities allowed, the Eisenhower East Plan being proposed includes specific guidelines for each of the CDD areas within the plan area. The CDD guidelines are found on pages 4-25 and 4-26 of the Eisenhower East Plan. These guidelines essentially require compliance with the elements of the Eisenhower East Plan.

Amend the Master Plan to remove the Eisenhower East area from the King Street/Eisenhower Avenue Metro Station Small Area Plan. This small area plan, adopted in 1992, includes all of the area around the King Street Metro and extends east to West Street. In addition, the small area plan includes all of the land area in the Eisenhower Valley from Holland Lane to Bluestone Road. The current amendment would remove the land area from the King Street/Eisenhower small area plan that is proposed to be covered by the new Eisenhower East Small Area Plan. The area for deletion is bounded by Holland Lane/Hooff's Run on the east, Duke Street and the Metro tracks on the north, Telegraph Road on the west, and the Capital Beltway on the south. The remaining portion of the Eisenhower Valley land now within the King Street plan will be the subject of the Eisenhower West planning study to begin later this year, and will be included in a new or amended small area plan at the conclusion of that study. It is recommended that the name of the existing small area plan be slightly modified to King Street Metro Station/ Eisenhower Avenue Small Area Plan (relocating the words "Metro Station" to reference the King Street Metro Station area only), until such time as the Eisenhower West work is completed. (See Attachment #3 for the changes to this plan.)

Amend the zoning maps to reflect the CDD zones included in the Eisenhower East Small Area Plan. The general CDD zoning scheme was applied in 1992 to a large part of the land covered by the Eisenhower East plan. Currently, CDD #1 covers Carlyle and includes the Andrews parcel and the Whole Foods site. CDD #2 covers the Hoffman property, the Mill Race sites and the vacant tract owned by American Trucking Association. Most of the remaining land is zoned OCM (100).

In order to ensure coordinated implementation of the Eisenhower East plan, the use of the CDD approach is recommended for the remaining development land in the area. Each of those areas will remain in the CDD areas previously depicted on the zoning maps. In addition, the area south of Eisenhower Avenue will be designated as a new CDD #11. Thus the entire land area covered by the Eisenhower East plan will be incorporated into one or another CDD. The CDD is appropriate for this area because it relies heavily on the small area plan for direction and because by its nature it requires a "coordinated" approach.

The proposed boundaries of the CDD zones include the following additions and deletions of property (please refer to the graphic on the next page showing the block numbers):

MPA #2003-0002
REZ #2003-0001
TA #2003-0001
Eisenhower East Small Area Plan

CDD #1 Duke Street

Deletions: Blocks 16 and 26A

This includes the Andrews parcel adjoining the Metro tracks on Mill Road and Block P of the Carlyle development, which is located south of Eisenhower Avenue. These two parcels are recommended to be included within other CDDs because the Carlyle development of CDD#1 is almost fully built out and these parcels have a functional relationship to the CDD areas in which they are being proposed.

CDD #2 Eisenhower Avenue Metro

Additions: Blocks 16, 20 and 23

Deletions: Blocks 22, 24 and 25A

The additions include the Andrews parcel noted above, the existing American Trucking Association property on Mill Road south of Eisenhower Avenue and the Simpson property at the northeast corner of Mill Road and Eisenhower Avenue. While these three parcels are located on the periphery of existing CDD#2, they are all within 1,500 feet of the Metro station and can work together as a cohesive transit-oriented development district.

The property to be deleted from CDD#2 is the Hoffman property located south of Eisenhower Avenue and east of Mill Road. This property is not contiguous to the other property located within CDD#2 and is located more than 1,500 feet from the Metro Station. This property is recommended for inclusion within CDD#11.

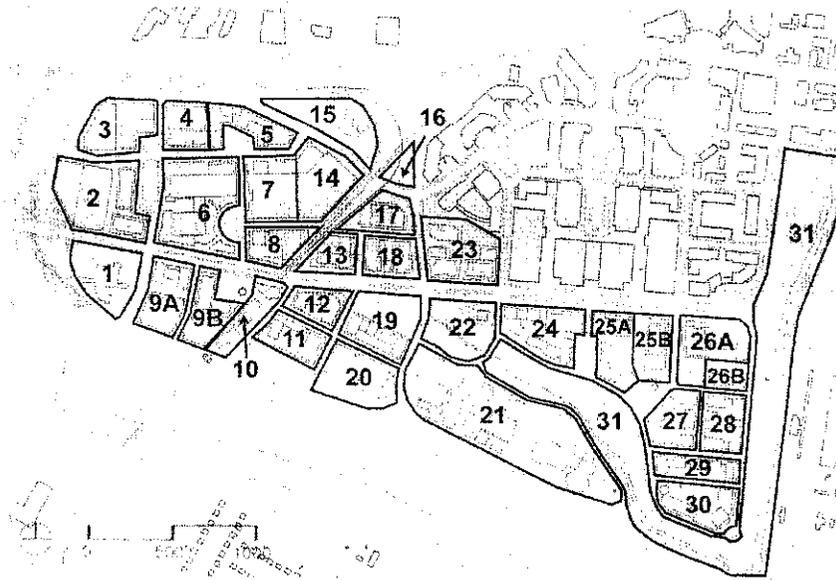
CDD #11 South Carlyle

Additions: Blocks 22, 24, 25A, 25B, 26A, 26B, 27, 28, 29 and 30 and the portions of Block 31 that are in private ownership.

CDD#11 includes all of the property located south of Eisenhower Avenue, east of Mill Road and bounded on the south and east by Resource Protection Areas. Collectively, these parcels, developed in a coordinated manner, could realize the vision of this area as a lower-scale, mixed use residential/office neighborhood, oriented towards the community park.

MPA #2003-0002
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Block Numbers



Maps showing the existing and proposed zoning boundaries are included at Attachment #1.

The following chart delineates the tax map parcels included in the rezoning, as follows:

Tax Map No.	Property Address	Owner	Current Zoning	Proposed Zoning
072.00-02-16	2345 Mill Road	Thomas Andrews Ptnrshp.	CDD-1	CDD-2
072.00-02-18	2347 Mill Road	Thomas Andrews Ptnrshp.	CDD-1	CDD-2
073.03-01-01	2111 Eisenhower 2121	2111 Eisenhower Ave. Ltd. Ptnrshp.	OCM(100)	CDD-2
073.03-01-02	Eisenhower	Simpson Development Corp.	OCM(100)	CDD-2
073.03-01-03	2320 Mill Road	Simpson Mill Rd. Family LP	OCM(100)	CDD-2
078.00-01-05	2200A Mill Road	Gateway South Assoc.	OCM (100)	CDD-2
079.00-01-01	Eisenhower	Hoffman Family LLC	CDD-2	CDD-11
079.00-01-09	350 Hooff's Run	Hooff Fagelson Tract LLC	OCM(100)	CDD-11
079.00-01-11	310 Hooff's Run	Alexandria Mini Storage	OCM(100)	CDD-11
079.00-01-12	340 Hooff's Run	Virginia Concrete Co.	OCM(100)	CDD-11
079.00-01-13	1700 Eisenhower 1800	City of Alexandria Sanitation Auth.	OCM(100)	CDD-11
079.00-01-14	Eisenhower 700 Holland	Carlyle Development Corp.	CDD-1	CDD-11
079.00-01-15	Ave. 1600	Carlyle Development Corp. City of Alexandria Sanitation	OCM(100)	CDD-11
079.00-01-16	Eisenhower	Auth.	CDD-1	CDD-11
079.00-01-17.L1	414 Hooff's Run	Hooff Fagelson Tract LLC	OCM(100)	CDD-11
079.00-01-17.L2	454 Hooff's Run	Hooff Fagelson Tract LLC	OCM(100)	CDD-11
079.00-01-17.L4	310 Hooff's Run	Hooff Fagelson Tract LLC	OCM(100)	CDD-11

Amend the zoning ordinance with regard to the CDD zoning chart under section 5-602.

The attached amendments to Section 5-602 outline the zoning requirements for CDD #2 Eisenhower Avenue Metro and new CDD#11 South Carlyle. The proposed amendments are a summarized

MPA #2003-0002
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Eisenhower East Small Area Plan

version of the CDD guidelines as they appear on pages 4-25 and 4-26 of the Eisenhower East Small Area Plan. (See Attachment #1 for amended text language to Section 5-602)

No change is proposed for CDD#1 Duke Street (Carlyle). The amended CDD#2 zone includes the following:

- No change has been made to the basic underlying zoning district. The OC zoning regulations continue to apply, with a maximum FAR of 1.25, with an allowance up to 2.0 with an Architectural SUP.
- The maximum building height without an SUP has been reduced to 100 feet, except on the Hoffman tract, where the basic maximum height continues at 150 feet.
- The amended zone requires that any project proposed under the OC district will be required to comply with the architectural and design guidelines outlined in the Eisenhower East Plan.
- In order to ensure that the location of streets and parks/open spaces as outlined in the Plan will be implemented over the long-term, the zoning amendment specifically prohibits development on any portion of property delineated in the Plan as public open space or roadways. The allowable amount of gross floor area, as delineated in the charts, reflects a concentration of allowable development from the larger "gross site area" into the smaller "net development site" area, which is the result of the removal of land designated for roads and open space from the larger "gross site area". Thus, the prohibition against construction on road or open space areas does not affect the amount of total development on any given parcel.
- Development with a CDD Special Use Permit will be required to comply with the CDD Guidelines and standards outlined in the Eisenhower East Small Area Plan.

The new CDD#11 zone has the following features:

- The basic underlying zoning district is OCM(100), with a maximum FAR of 1.0 and a maximum building height of 100 feet.
- The new zone requires that any project proposed under the OCM(100) district will be required to comply with the architectural and design guidelines outlined in the Eisenhower East Plan.
- In addition, same provision as noted in CDD#2 that prohibits development on any portion of property delineated in the Plan as public open space or roadways is also applied in CDD#11. This is necessary to ensure that the location of streets and parks/open spaces as outlined in the Plan will

MPA #2003-0002
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Eisenhower East Small Area Plan

be implemented over the long-term. This restriction against construction on road or open space areas does not affect the amount of total development on any given parcel.

- Development with a CDD Special Use Permit will be required to comply with the CDD Guidelines and standards outlined in the Eisenhower East Small Area Plan.

The amendments for both CDDs specifically reference Figures 4-9 and 4-10 in the Plan covering specific block-by-block development controls within each CDD. These control charts outline the desirable principal land use, the allowable gross floor area (including above-grade parking, except as elsewhere exempted in the Plan), building height (in stories and feet) and the amount of desired ground floor retail space for each development site. Figure 4-9 outline the development controls for CDD#2 and Figure 4-10 includes those applicable to the properties in CDD#11.

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 TA #2003-0001
 Eisenhower East Small Area Plan

Figure 4-9 Block Development Controls – CDD #2

Property Name/Owner	Block	Net Development Site Area*	Principal Use	Allowable Gross Floor Area	Building Height (Stories)	Maximum Tower Height (in Feet)	Ground Floor Retail**
Holiday Inn	1	179,119	Hotel	101,000	10-15	150	
Hoffman	2	168,400	Office	789,000	10-15	210	
West Side Gardens		34,800	Open Space				
Hoffman	3	98,700	Office	379,000	10-15	210	
Hoffman	4	59,700	Office	339,000	10-15	220	18,000
Hoffman	5	56,400	Hotel	304,000	10-15	220	20,000
Hotel Square		10,900	Open Space				
Hoffman	6	195,210	Office	1,036,000	10-15	150	33,500
New Retail	6	-	Retail	50,000	1-2	20-40	50,000
Hoffman	7	105,800	Retail	25,000	1-2	20-40	25,000
Existing Cinema	7	-	Retail	136,000			136,000
Hoffman	8	59,200	Residential	500,000	20-25	250	50,000
Hoffman	9A	82,500	Residential	407,000	15-20	220	15,000
Hoffman	9B	74,100	Office	956,000	20-25	250	50,000
Eisenhower Stn	9B	28,300	Open Space				
Metro	10	9,700	Retail	4,000	1-2	20-40	4,000
Hoffman	11	66,600	Office	591,000	10-15	220	10,000
Hoffman	12	48,300	Residential	549,000	15-25	250	20,000
Mill Race	13	59,260	Residential	490,000	15-25	250	12,000
Hoffman	14	109,400	Retail	18,000	1-2	20-40	18,000
Approved Parking	14					100	
Andrews	16	20,822	Hotel	100,000	10-15	150	
Mill Race	17	77,540	Office	433,000	15-25	200	4,000
Mill Race	18	76,700	Residential	525,000	15-25	220	14,000
ATA	19	57,800	Residential	395,000	10-15	150	
RPA/Park	19	55,000	Open Space				
ATA	20	77,100	Office		10-15	200	
Simpson, Phase 1	23	60,100	Office	98,000	10-15	200	
Simpson, Phase 2	23	92,400	Office	304,000	10-15	200	

MPA #2003-0002
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 TA #2003-0001
 Eisenhower East Small Area Plan

Figure 4-10 Block Development Controls – CDD #11

Property Name/Owner	Block	Net Development Site Area*	Principal Use	Allowable Gross Floor Area	Building Height (Stories)	Maximum Tower Height (in Feet)	Ground Floor Retail
Park	22	116,000	Open Space				
Hoffman	24	61,100	Office	151,000	10-15	200	
Hoffman	24	48,200	Residential	144,000	4-8	100	
So. Dulany Gardens		15,300	Open Space				
Hoffman	25A	38,500	Office	135,000	10-15	200	
Hoffman	25A	60,400	Residential	96,000	4-8	100	
Carlyle	25B	66,800	Office	204,000	10-15	200	22,000
Carlyle Block P	26	92,600	Office	411,000	10-15	200	34,000
City of Alex	26	41,000	Residential	124,000	4-8	100	
So. Carlyle Square		28,200	Open Space				
Alex Mini-Storage	27	73,300	Residential	350,000	4-8	100	
Virgina Concrete	28	63,600	Residential	282,000	4-8	100	
Hooff-Fagelson	29	55,500	Residential	170,000	4-8	100	
Hooff-Fagelson	30	114,000	Office	512,000	10-15	200	

*The net development site area does not reflect surveyed information and is based on best available information. This site area may be adjusted in the actual creation of the block areas.
 **Reflects desired location and amounts. Accessory retail may be provided on sites not noted for retail.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
 Kimberley Fogle, Chief, Neighborhood and Community Planning;

Attachments:

- 1 – Existing and Proposed Zoning Maps
- 2 – Amended CDD#2 and new CDD #11, Section 5-602
- 3 – Revised King Street Metro Station/Eisenhower Avenue Small Area Plan

RESOLUTION NO. MPA 2003-0002

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the City initiated an extensive community participation process, with the guidance of the Planning Commission, to establish a shared vision and direction for the future development of the Eisenhower East area; and

WHEREAS, the community planning process culminated in the development of the Eisenhower East Small Area Plan as a comprehensive approach to guide and manage future development in the Eisenhower East area; and

WHEREAS, the Eisenhower East Small Area Plan involves land that was previously included in the King Street/Eisenhower Avenue Metro Station Small Area Plan section of the 1992 Master Plan necessitating an amendment to that plan to delete references and recommendations made in that plan for the land area covered in the Eisenhower East Small Area Plan; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on February 26, 2003 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Eisenhower East Small Area Plan section of the City; and
2. The proposed amendments shows the Planning Commission's long-range recommendations for the general development of the Eisenhower East Small Area Plan; and
3. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the enactment of the Eisenhower East Small Area Plan section of the 1992 Master Plan and the amendment to the King Street/Eisenhower Avenue Metro Station Small Area Plan section of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

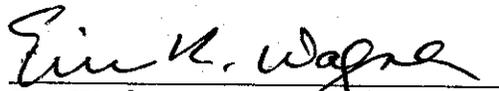
RESOLUTION NO. MPA 2003-0002

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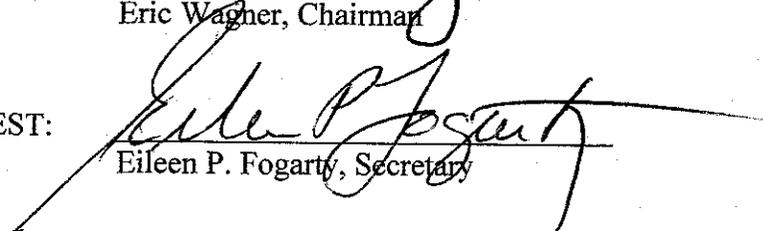
NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The Eisenhower East Small Area Plan is hereby adopted in its entirety as an amendment to the 1992 Master Plan of the City of Alexandria, Virginia, in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia.
2. The King Street/Eisenhower Avenue Metro Station Avenue Small Area Plan section of the 1992 Master Plan of the City of Alexandria, Virginia is hereby amended, in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia, to change its title to King Street Metro Station/Eisenhower Avenue Small Area Plan and to delete all references to the land area covered in the Eisenhower East Small Area Plan.
3. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 4th day of March, 2003.

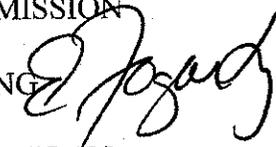

Eric Wagner, Chairman

ATTEST:


Eileen P. Fogarty, Secretary

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 3, 2003
TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION
FROM: EILEEN FOGARTY, DIRECTOR, PLANNING AND ZONING 
SUBJECT: FOLLOW-UP ISSUES EISENHOWER EAST SMALL AREA PLAN

At the February 26, 2003 public hearing and review of the Eisenhower East Small Area Plan and its implementing text and mapping amendments, the Planning Commission raised two issues for the staff to address prior to their action. These two issues focused on:

- rezoning Carlyle, Block P from CDD#1 to CDD#11; and
- inclusion of above-grade structured parking in the gross floor area for uses permitted without a Special Use Permit.

Carlyle, Block P

By way of background, the development of Carlyle Block P currently falls under the approved SUP for Carlyle, which outlines the amount of development, the type of use and building height. This block does not currently have approved design guidelines. The SUP was approved under the CO zoning that existed in 1990 when the project was originally approved. The CDD#1 district was adopted subsequent to the approval of the Carlyle project. This approval includes overall development and open space parameters for the entire 76.5 acre site. Concern was raised that removal of Block P from CDD#1 may affect the conformity of the approved SUP, and have an adverse impact on the ability to redevelopment any of the individual blocks in the future.

Staff has analyzed the implications surrounding both the placement of Block P within the new CDD#11 district and its retention within the current CDD#1 district, consistent with the remainder of the Carlyle project. As Block P is currently vested with its SUP approval for the amount of development square footage, type of use and building height, there are only two issues of concern regarding the zoning of Block P, which focus on ensuring the design guidelines of the Eisenhower East Small Area Plan and the extension of John Carlyle Street were applicable to the development of the property. Condition #70A of the SUP approval will allow the City to require the location of John Carlyle Street Extended through the property. As the property owner has concerns with the future conformity of the Carlyle project should rezoning occur, Staff is recommending the following:

- Maintain the proposed Eisenhower East Small Area Plan intact, including Block P

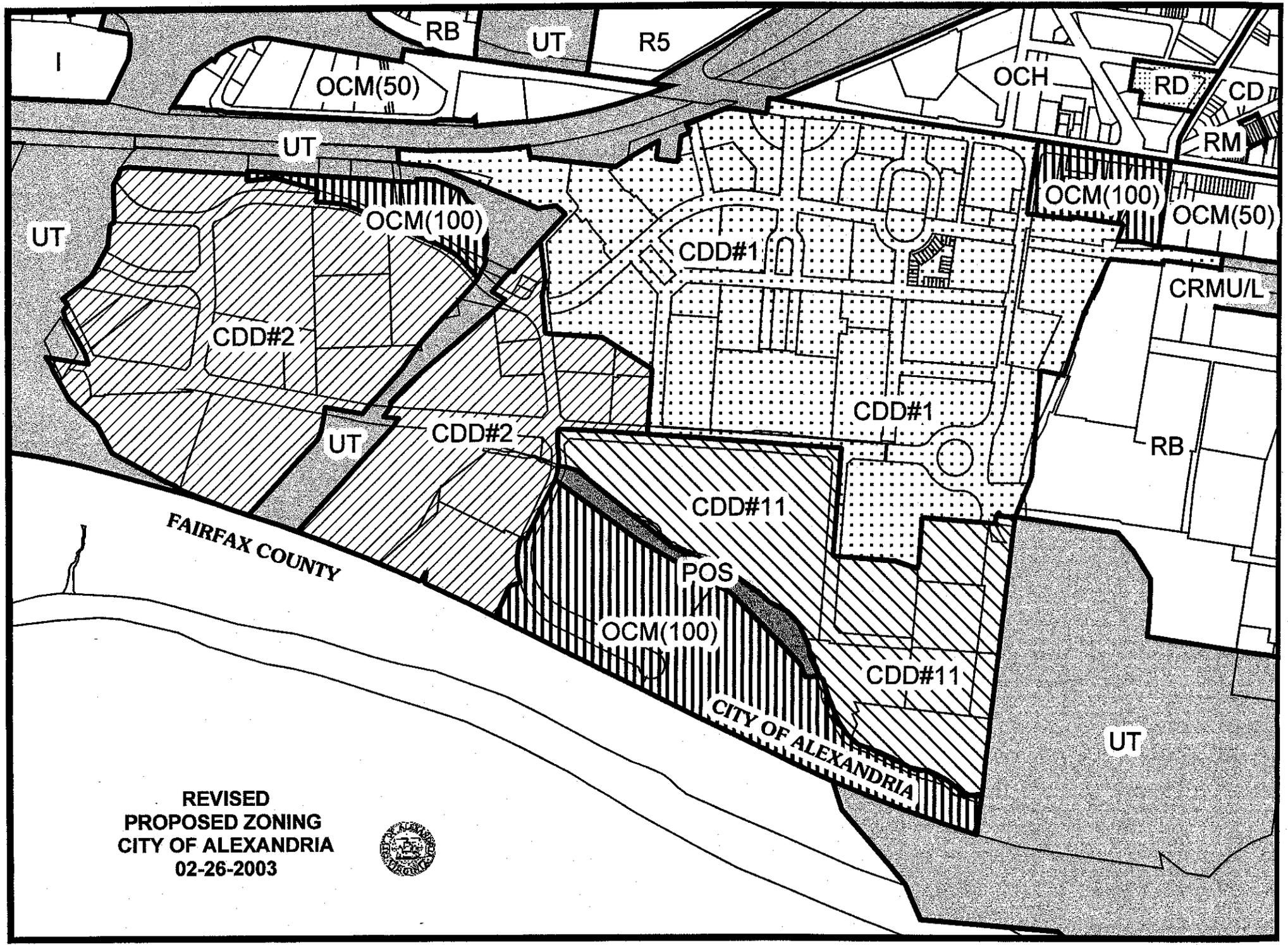
- Recommend adoption of the attached revised zoning map, maintaining the CDD#1 zoning for Block P, with the provision that the design guidelines outlined in the Eisenhower East Plan shall apply to the property. (Carlyle Development Corporation has provided a letter committing to amend their SUP approval to include a provision applying the design guidelines of Eisenhower East to Block P – copy attached.)

Inclusion of Parking Square Footage in FAR for Development without a CDD SUP

Staff has reviewed and analyzed this issue and has found:

- The underlying zoning district for the area included within CDD#11 has a proposed FAR (1.0) that is at a level where development under the CDD would be to the advantage of the property owner,
- If such property were developed by-right at the 1.0 FAR, the size of potential parking structures would be quite limited in size (at most 2-3 levels) and they would still be required to architecturally screen the parking at a level defined by the type of street on which it is located, and
- The approach used under the CDD, defining an overall Allowable Gross Floor Area that includes the amount of parking that would need to be provided above-grade (with two levels of underground parking) does not work on the properties with the smaller FARs as the maximum parking ratio could be met totally underground and there would be no additional square footage for parking. With the low FARs, incorporating the parking would significantly reduce the amount of building area beyond the current FAR reduction that was made. Should the FAR be increased to include the parking, the incentive to develop under the CDD would be reduced.

Staff recommends that the text amendment as originally proposed be recommended for adoption by the Council and no change be made with regard to incorporating the parking in the amount of allowable development square footage.



REVISED
 PROPOSED ZONING
 CITY OF ALEXANDRIA
 02-26-2003



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March 4, 2003

Ms. Eileen Fogarty, Director
Department of Planning & Zoning
City of Alexandria
301 King Street, Room 2100
Alexandria, Virginia 22314

Re: Eisenhower East Small Area Plan; MPA #2003-0002; RZ #2003-0001; TA
#2003-0001

Dear Eileen:

I am writing on behalf of Carlyle Development Corporation ("CDC") to confirm our agreement regarding the application of the Eisenhower East Small Area Plan ("EESAP") Design Guidelines to the development of Block P of Carlyle. CDC will amend its current application for an amendment to the Carlyle CO SUP to include a provision that applies the EESAP Design Guidelines to Block P. This provision will also authorize the Carlyle DRB to adopt specific block design guidelines for Block P consistent with the EESAP Design Guidelines. We understand that staff will support leaving Block P in the CDD #1 zoning district.

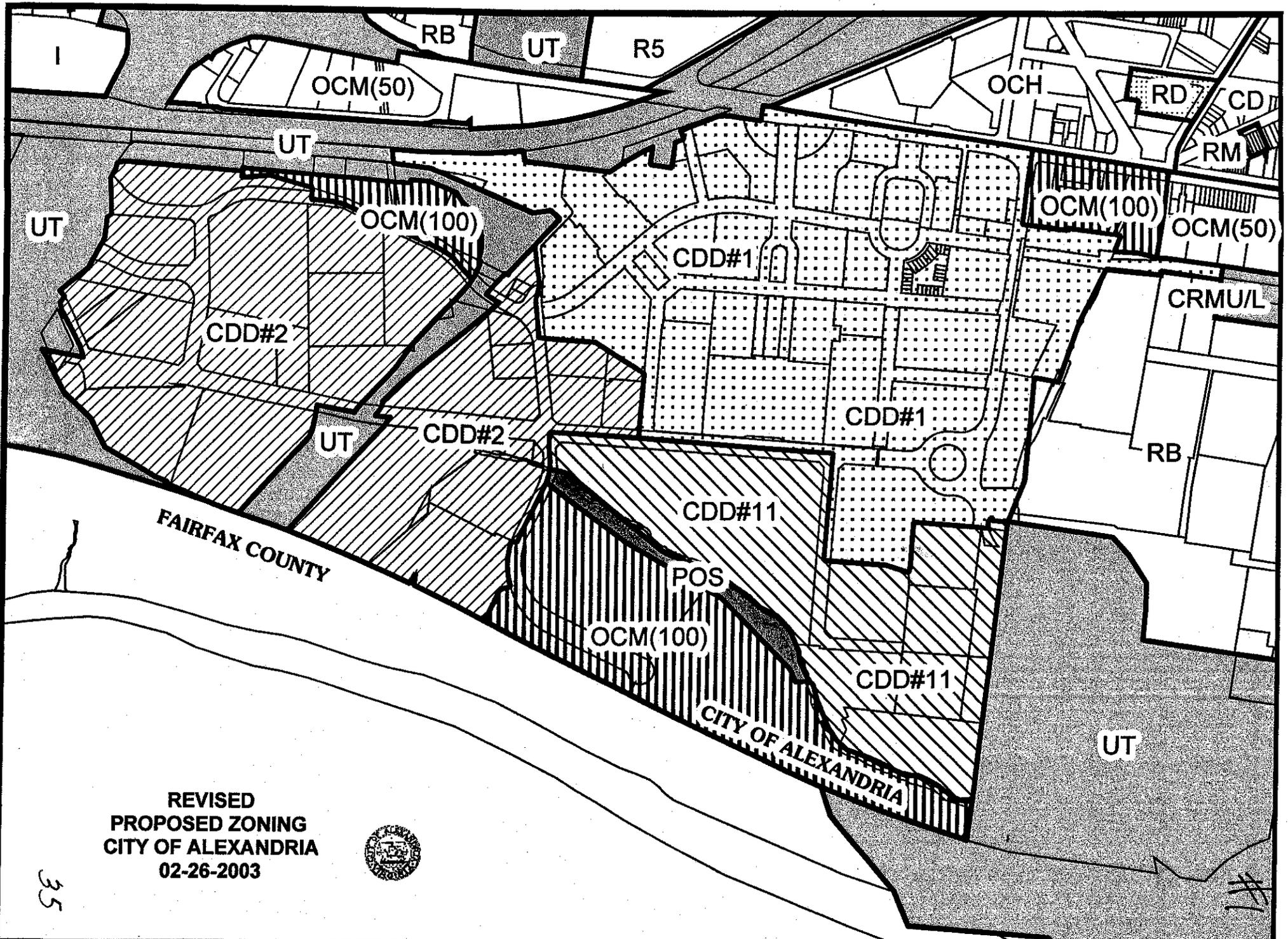
Thank you for your assistance in resolving this matter.

Sincerely,


Jonathan P. Rak

cc: Ignacio Pessoa, Esq., City Attorney
Mr. Lloyd Clingenpeel, Carlyle Development Corporation
Mr. Scott Kaufmann, JM Zell Partners, Ltd.

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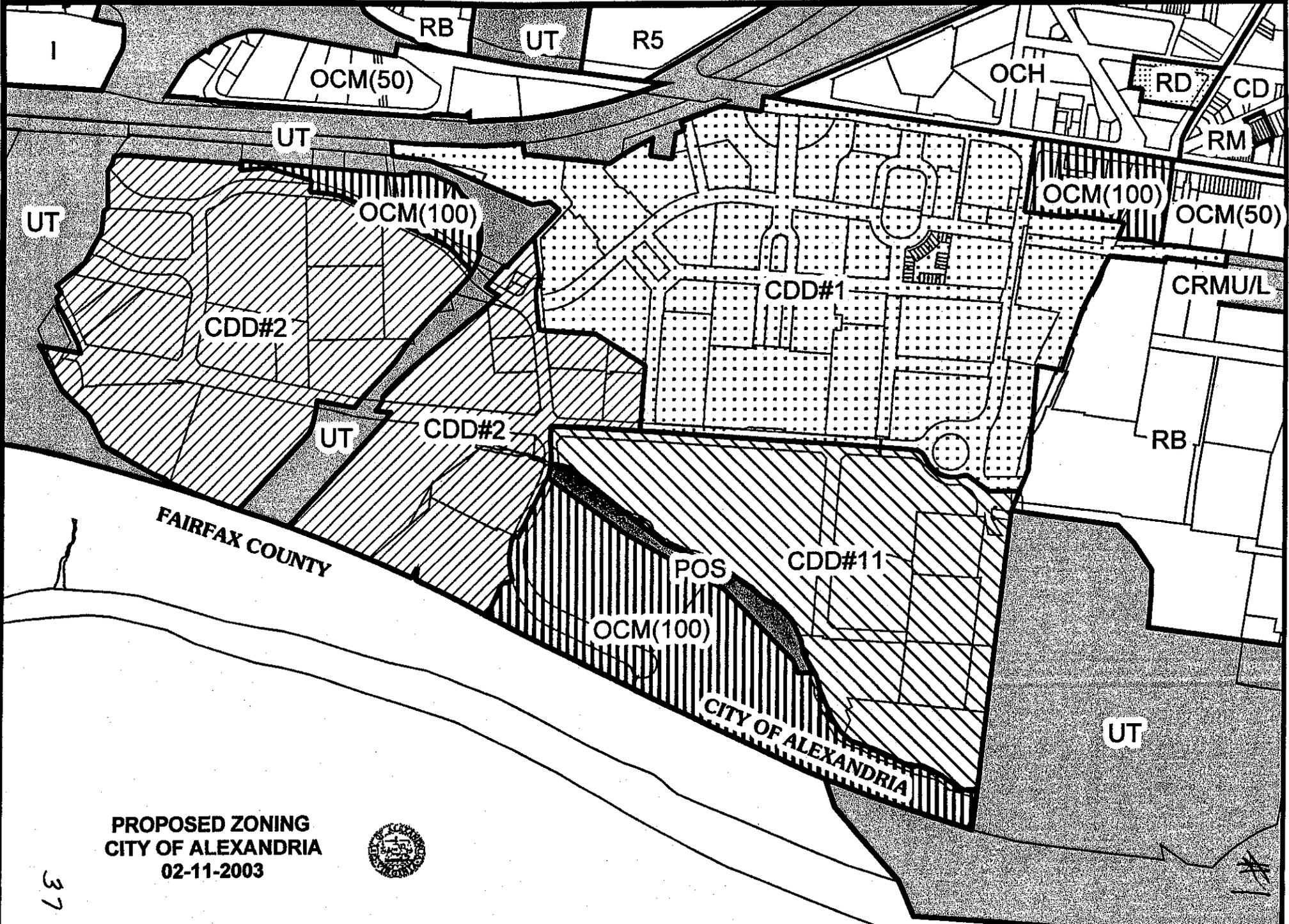


REVISED
PROPOSED ZONING
CITY OF ALEXANDRIA
02-26-2003



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#1



PROPOSED ZONING
CITY OF ALEXANDRIA
02-11-2003



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Attachment #2

Text Amendment #2003-0001

The attached charts reflect the proposed amendments to Table 1, Section 5-602 of the Zoning Ordinance of the City of Alexandria, Virginia, 1992, as amended.

- Amendments have been made to CDD#2 Eisenhower Avenue Metro.
- A new section is proposed to enact CDD#11 South Carlyle.

CDD No.	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
11	South Carlyle	<p><u>OC zoning regulations shall apply except that:</u></p> <ul style="list-style-type: none"> - <u>maximum FAR without an SUP shall be 1.0</u> - <u>maximum height without an SUP for all property within the South Carlyle CDD shall not exceed 100 feet. Any project proposed for development under the OCM(100) Office Commercial Medium zoning shall conform to the Architectural Principles and Design Guidelines outlined in the Eisenhower East Plan. Development is prohibited on any portion of the property delineated in the Master Plan as public open space or roadways, however, this restriction is not intended to affect the amount of total development on the parcel.</u> 	<p><u>The development controls for each development block including allowable gross floor area (AGFA), maximum building height, the size of public open spaces, the principal use of the property and the desired amount of ground-level retail space, are delineated in Figure 4-10 of the Eisenhower East Small Area Plan. In addition, development shall be in accordance with the guidelines in the CDD.</u></p>	<p><u>The development controls for each development block including maximum building height, are delineated in Figure 4-10 of the Eisenhower East Small Area Plan.</u></p>	<p><u>Mix of uses including office, residential and retail along with active and passive recreation opportunities.</u></p>

CDD No.	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
2	Eisenhower Avenue <u>Metro</u>	<p>OC zoning regulations apply except that:</p> <ul style="list-style-type: none"> - maximum FAR is 1.25, except 2.0 with an architectural design SUP as specified in the master plan - maximum heights shall be 150 feet, provided that there shall be a variety of heights, and provided further that one building on the area known as Hoffman Tract may rise to 225 feet with an architectural design SUP, in addition to any previously approved buildings in the Mill Race Project except on property known as the Hoffman Tract, where the maximum height shall not exceed 150 feet. Any project proposed for development under the OC Office Commercial zoning shall conform to the Architectural Principles and Design Guidelines outlined in the Eisenhower East Plan. Development is prohibited on any portion of the property delineated in the Master Plan as public open space or roadways, however, this restriction is not intended to affect the amount of total development on the parcel. 	<p>2.5 except: 3.75 for projects within 1,000 feet of metro providing affordable housing in accordance with the guidelines in the CDD</p> <p><u>The development controls for each development block including allowable gross floor area (AGFA), maximum building height, the size of public open spaces, the principal use of the property and the desired amount of ground-level retail space, are delineated in Figure 4-9 of the Eisenhower East Small Area Plan. In addition, development shall be in accordance with the guidelines in the CDD.</u></p>	<p>200 feet, with a maximum average of 150 feet, except: (1) one building to 225 feet, or (2) one building to 270 feet in conjunction with any proposal for the US Patent and Trademark Office, and (3) 250 feet with an average of 200 feet for buildings within 1,000 feet of Metro providing affordable housing in accordance with the guidelines in the CDD.</p> <p><u>The development controls for each development block including maximum building height, are delineated in Figure 4-9 of the Eisenhower East Small Area Plan.</u></p>	Mix of uses including office, residential and retail along with active and passive recreation opportunities.

**KING STREET METRO
STATION/EISENHOWER AVENUE
~~METRO STATION~~
SMALL AREA PLAN**

ADOPTED 1992 MASTER PLAN

ALEXANDRIA, VIRGINIA

- Amended 2/12/1994 Ordinance #3705*
- Amended 6/18/1994 Ordinance #3739*
- Amended 6/25/1996 Ordinance #3879*
- Amended 12/13/1997 Ordinance #3970*
- Amended 3/14/1998 Ordinance #3983*
- Amended 4/18/1998 Ordinance #3988*
- Amended 12/12/1998 Ordinance #4030*

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KING STREET METRO STATION/ EISENHOWER AVENUE METRO STATION

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

Mayor Patricia Ticer

Vice Mayor William C. Cleveland

Kerry J. Donley

T. Michael Jackson

Redella S. Pepper

Lonnie C. Rich

David G. Speck

PREPARED BY:

**Department of Planning and Community Development
City of Alexandria, Virginia**

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Comprehensive Planning Division:

Kimberley Johnson

Raymond Johnson

Nancy Laurence

Ralph Rosenbaum

Van Slaymaker

Gregory Tate

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PURPOSE OF THE PLAN

The purpose of this document is to update the adopted 1974 Consolidated Master Plan as amended by the 1978 King Street Metro Station Area Plan for the King Street/Eisenhower Avenue Area and to adopt a 1989 King Street/Eisenhower Avenue Area Plan as part of the City's new Master Plan. The 1989 Plan, once adopted, will serve as the basis for future City Council policy initiatives and actions affecting land use, zoning, capital improvements and programs in the King Street/Eisenhower Area.

ORGANIZATION AND CONTENTS

The King Street/Eisenhower Avenue Area Plan is organized into two sections: Background and Issues and Plan Recommendations. The first section reviews and analyzes existing conditions and trends in the study area including physical conditions, demographics, land use, zoning, economic development activities and trends, transportation and urban design. This section also retraces past City policies including adopted plans, rezonings, resolutions and capital improvement programs. Based on this analysis this section identifies issues which need to be addressed in the plan for the area.

The second section lists the goals, objectives and specific recommendations on land use, zoning, transportation and urban design as derived from the analysis.

PLANNING PROCESS

The final draft of this plan will be sent to the Master Plan Task Force, the King Street Metro Station Area Task Force and the Eisenhower Avenue Metro Station Area Task Force for review and to the Planning Commission and City Council for review and adoption. Once approved, the plan will be referred to the Zoning Task Force for input into the City wide zoning code revision effort. Based on the approved plan and revised zoning code, the City will proceed with implementing appropriate rezonings in the area.

DESCRIPTION OF AREA

The King Street/Eisenhower Avenue Area is located in the southern section of the City. The area is bounded generally by Bluestone Road on the west, Interstate 95 (Capital Beltway) on the south and West Street and Hooff's Run on the east. **Excludes the area bounded by Holland Lane, the Capital Beltway, Telegraph Road and Duke Street/Metro tracks included in the Eisenhower East small area plan.** The northern boundary is composed of the RF&P Railroad tracks, Callahan Drive and Cameron Street (Map 1).

~~The King Street/Eisenhower Avenue Area is composed of two major potential development areas, each containing a transit station.~~

King Street Subarea

The King Street Metro Station subarea consists of approximately 41 acres excluding streets located between Callahan Drive, Cameron Street, West Street and north of Duke Street. The subarea is predominantly composed of commercial office buildings located along Diagonal Road, King Street, Duke Street and Daingerfield Road. Residential development within the defined subarea is limited to a 96 unit midrise apartment building on Prince Street, older townhouse residential along Harvard and Peyton Streets and a mix of old and new townhouses along West and Prince Streets.

The area is mostly surrounded by established, built up residential and commercial areas. To the east are the Old and Historic Alexandria District and the Central Business District which extend into the subarea as far as Peyton Street. To the north is the Parker Gray District and the Braddock Road Metro Station Area.

The RF&P railroad tracks, Amtrak Station and Callahan Drive define the western boundary. Abutting the railroad tracks to the west is the single family community of Rosemont. The only King Street Station subarea border which does not contain residential uses is to the south along Duke Street.

The King Street Metro area was once a location for low scaled warehousing, auto dealerships, grocery stores and freestanding retail shops. Much of the land was used for surface parking lots.

The absence of development in the King Street area was probably due to the periodic flooding of Hooff's Run and to the high water table. Its remote location at the western edge of the downtown area and its proximity to railroad tracks may have also contributed to the lack of interest in this area for more intense development.

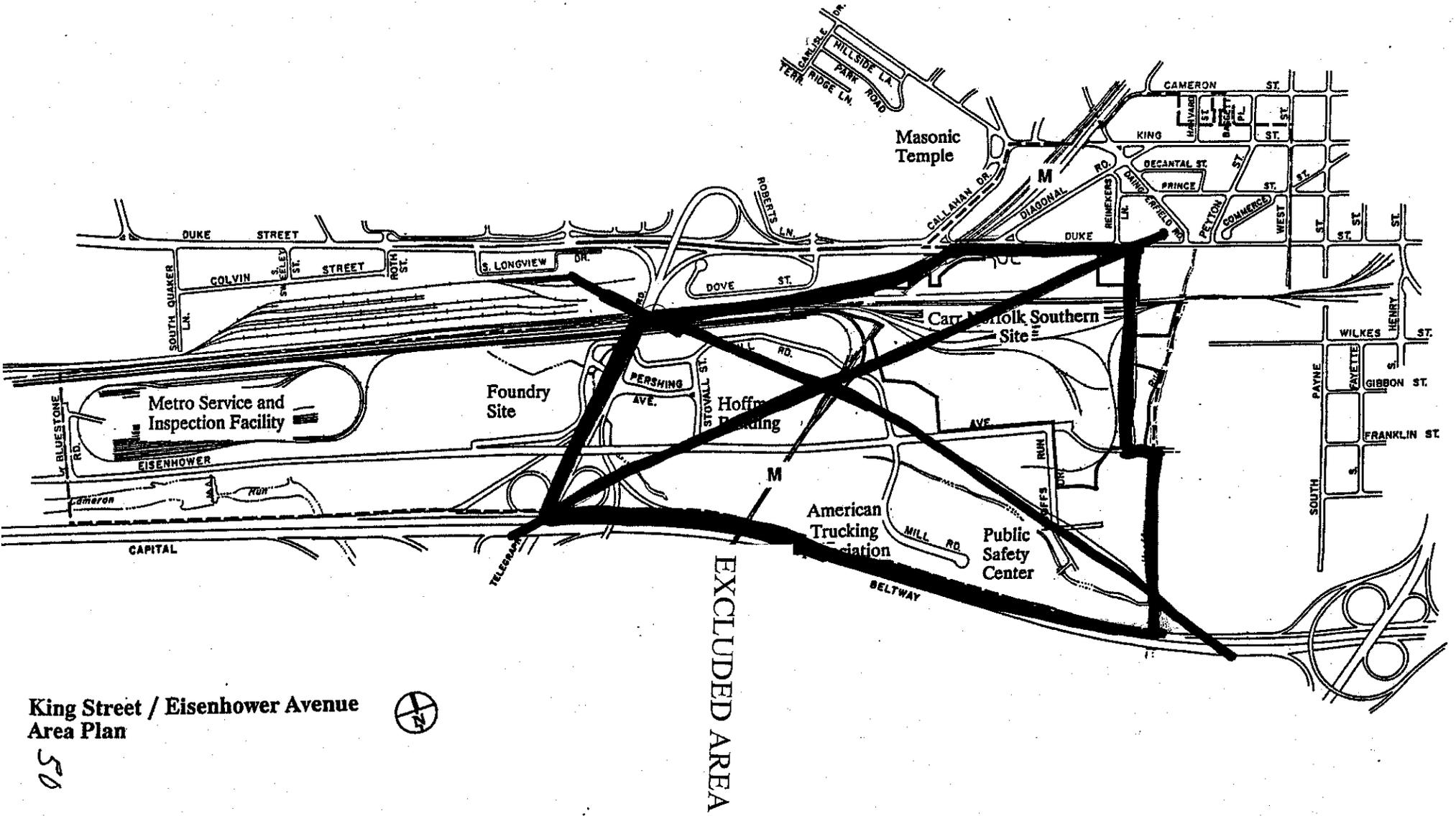
However, the channelization of Hooff's Run under what is now Daingerfield Road and the advent of Metrorail service in 1983 greatly accelerated investment in the area. Since King Street Station Building I opened in 1983, there has been a steady stream of construction activity; the King Street Metro Station area is developing into a dense office/retail and hotel center focused on the Metro Station.

Eisenhower Avenue Subarea

The Eisenhower Avenue ~~Metro Station~~ subarea is located south of Duke Street and is bound by ~~West Street~~ **Telegraph Road** to the east, the Capital Beltway to the south and Bluestone Road to the west. The Eisenhower Avenue subarea contains 316 acres excluding streets and is therefore ~~eight times larger than the King Street area. It is also more diverse, containing a mix of commercial office, light and heavy industrial and institutional uses plus large vacant parcels:~~

For most of its recent history, the Eisenhower Avenue area was in the Cameron Run flood plain and therefore subject to periodic flooding. As recently as the 1940's part of this marsh area could be navigated by small boats. Through the 1960's and the 1970's the marsh areas were used as a landfill bringing elevations up to 15 to 20 feet above sea level.

Map 1
1988 Study Area



King Street / Eisenhower Avenue
Area Plan

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EXCLUDED AREA

~~The subarea was considered a swamp, a land fill site and an area suitable only for light or heavy industry. Indeed, industrial uses such as the Alexandria Scrap Yard, a steel foundry, the Norfolk Southern Rail yard, and the Virginia Concrete plant found their homes in the area.~~

However, with the Cameron Run flood control and channelization project completed during the late 1960's and early 1970's, the area became suitable for commercial development. ~~The Hoffman Center, consisting of 1 million square feet of office space, was built between 1968 and 1972. Other~~ Commercial development, consisting of ~~the American Trucking Association building and lower scale multi-building commercial projects such as the Alexandria Tech Center and GT Metro Center,~~ were to follow during the late 1970's and 1980's.

Public agencies also found the Eisenhower Avenue area suitable for development. ~~The City chose to locate a metro station on Eisenhower Avenue next to the Hoffman Complex and built its Public Safety Complex along Mill Road. The Washington Metropolitan Area Transit Authority built a metrorail service and inspection yard and a facility for its revenue collection operations south of S. Quaker Lane and east of Bluestone Road.~~

Proximity and exposure to the Beltway, the availability of large vacant sites, buildings with ample parking and less expensive rents compared to downtown Alexandria locations, are all factors which have attracted relatively low density, back office space, flex space, government office users and warehousing to the Eisenhower Avenue area.

What has not as yet been attracted to the area, however, is a mix of uses. There are no residential or retail uses near the station and few, if any Class A office buildings. In fact, so far, the metro station has generated little if any development that takes advantage of the Eisenhower Avenue station.

What has deterred metro related development in the Eisenhower station area is its physical isolation from the rest of the City. Most of this subarea is located in the Cameron Run Valley which slopes down from Duke Street and is far removed from the nearest residential areas. This isolation is compounded by limited north/south vehicular access, by the presence of railroad trackage and by unattractive if not noxious industrial uses such as the Alexandria Scrap Yard.

Yet conditions are changing which may reduce Eisenhower Avenue's isolation from nearby developed areas and create opportunities for metro related, mixed use and higher quality development.

~~The Oliver T. Carr Company, a large, Washington DC based developer, who has been actively involved in the development of the King Street Metro Station area, has formed a joint venture with the Norfolk Southern Corporation to develop a 76.5 acre site located between the King and Eisenhower Metro stations and containing the Alexandria Scrap yard and Norfolk Southern's railroad trackage and yard.~~

The CNS proposal includes the construction of 6.8 million square feet of mixed use, office, retail, residential and hotel development oriented along a grid system of new streets. It is projected that the project will be built over the next twenty years. The proposed CNS development can effectively remove the one physical barrier which historically has separated the two potential growth areas, namely, the railroad tracks.

DEMOGRAPHICS

Population

There are few people who live in the study area. The 1989 permanent, full time residential population of the King Street/Eisenhower Area is estimated to be approximately 209 persons (Table 1). This area has experienced very little residential growth in the past ten years except for a 96 unit mid rise structure on Prince Street and some infill townhouses on Prince and West Streets.

The only real population growth has been the direct result of the construction of institutional uses in the area. It is estimated that there are approximately 667 persons living in institutional facilities in the area, which include residents of the City's jail and the City's shelter on Mill Road.

Table 1

ESTIMATED POPULATION King Street/Eisenhower Avenue Area

<u>Population</u>	<u>1970</u> ²	<u>1980</u> ²	<u>1989</u>
Residential	315	195	209 ³
Institutional	-	-	667 ¹
<u>Housing Units</u>	126	102	125 ⁴

¹ Average number of residents in City institutional facilities: Public Safety = 469; Christ House (131 S. West Street) = 16; City Shelter = 66; Carpenters House = 88; and the Alcohol and Substance Abuse Center = 28.

² Source: U.S. Census

³ Source: Planning Department based on COG Round IV Forecast.

⁴ Source: Department of Planning and Community Development

Employment

There are an estimated 12,980 persons that are employed within the King Street/Eisenhower Avenue Area in 1990, not including self employed persons (Table 2). This represents approximately 14% of a total estimated 92,000 jobs in the City. Almost 9,600 persons, representing 74 percent of the work force in the study area, are employed in the Eisenhower Avenue Metro Station subarea. Some 5630 Department of Defense employees work in the Hoffman Buildings constructed in the late 1960's and early 1970's.

As shown in the table, employment in the planning area has markedly increased reflecting substantial commercial development activity in the study area over the past 15 years.

Table 2

**ESTIMATED EMPLOYMENT¹
King Street/Eisenhower Avenue Area**

<u>Area</u>	<u>1975</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>
King/Duke St.	18	59	1414	3403
Eisenhower Ave.	<u>5764</u>	<u>6085</u>	<u>8518</u>	<u>9578</u>
Total Employment	5782	6144	9931	12980

¹ Source: Department of Planning and Community Development

EXISTING LAND USE (Map 2)

The King Street/Eisenhower Avenue Area consists of approximately 424 acres. About 15 percent (66.9 acres) is in street and alley right-of-ways, leaving 357.4 acres of land subject to development.

Residential Land Use

Less than one percent of the study area or 2.44 acres is used for residential purposes. Of 125 dwelling units located in the area in 1989, 96 are within a midrise condominium development on Prince street which was built in 1982. The remaining units are older rowhouses and townhouses.

Table 3

EXISTING LAND USE¹
King Street/Eisenhower Avenue Area

<u>Land Use</u>	<u>Square feet</u>	<u>Acres</u>	<u>Percent</u>
Residential	106,147	2.44	.68
Commercial	4,282,043	98.30	27.51
Industrial	1,963,155	45.07	12.61
Park or open space	325,533	7.47	2.09
Institutional	617,435	14.17	3.97
Utilities	4,478,468	102.81	28.77
Vacant	<u>3,794,227</u>	<u>87.11</u>	<u>24.37</u>
Totals	15,567,008 ²	357.37	100.00

¹ The King Street/Eisenhower Avenue Area consists of 18,479,499 square feet or 424.23 acres including public streets, alleys and other right-of-ways.

² The total amount of land area not in right of way that is subject to land use and zoning controls.

Commercial Land Use

Commercial land uses comprise 98.3 acres or approximately 27.5% of the study area. Commercial uses near the King Street Metro Station are heavily concentrated across from the station on Diagonal Road and along King Street and Duke Street.

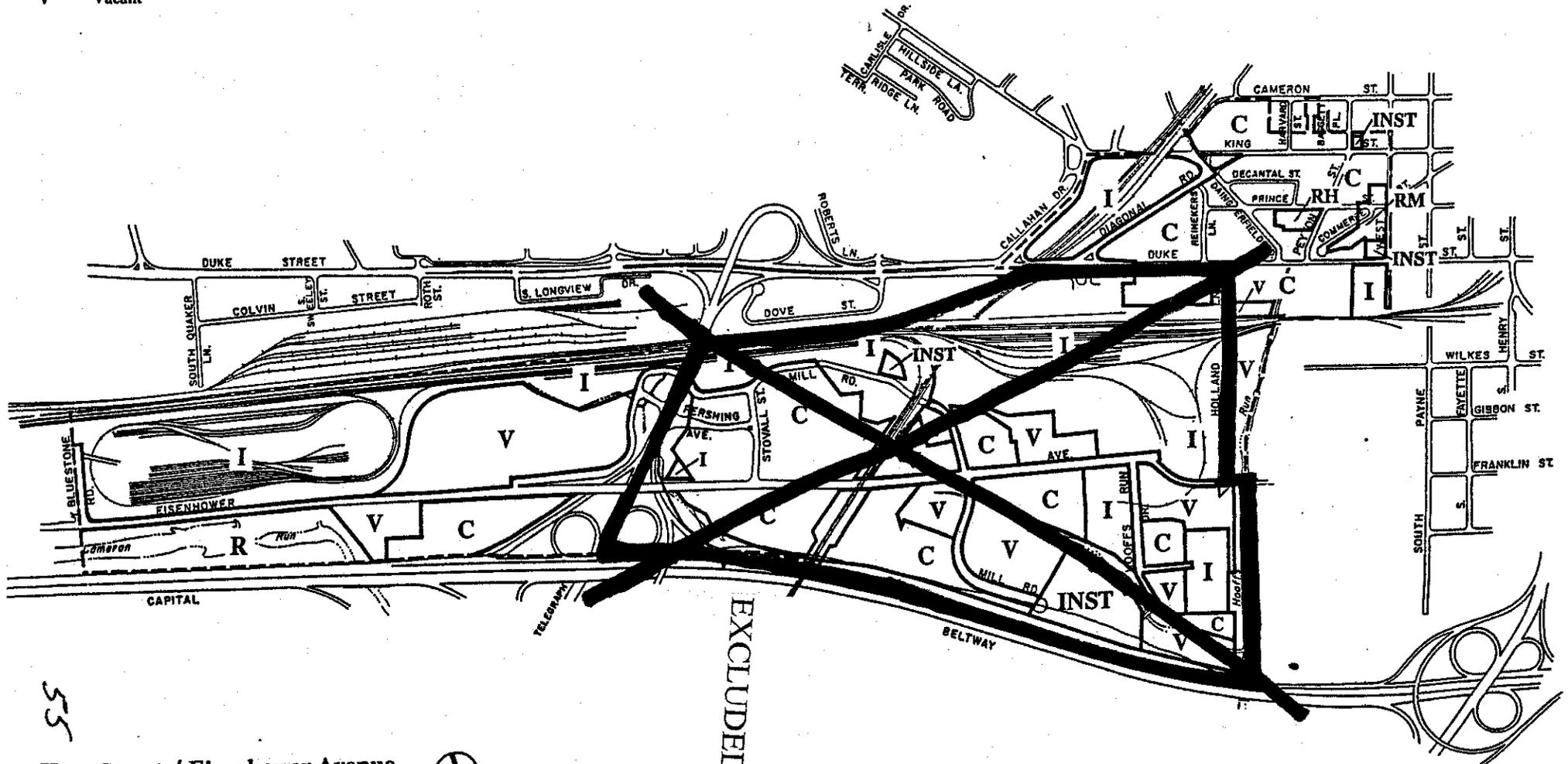
There are two types of commercial developments in the King Street Metro Station subarea. The first type consists of major building complexes, such as the King Street Station and King Street MetroPlace developments. These projects are designed for large, single or multi-tenant users, are approximately 77 feet in height and have densities ranging from 2.5 to 3.0 Floor Area Ratios (FAR) with structured or underground parking. These projects are part of multi-use developments which include hotel and first floor retail uses.

The second type is infill commercial developments designed for small to medium sized single tenants and national associations. These buildings are located further from the transit station and represent smaller scaled single or multi-building projects from 3 to 5 stories in height.

Map 2

Existing Land Use

- RM Residential Medium
- RH Residential High
- INST Institutional
- C Commercial
- I Industrial
- R Recreation And Open Space
- V Vacant



EXCLUDED AREA

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King Street / Eisenhower Avenue
Area Plan



There are approximately 1.2 million square feet of commercial/office development in the King Street Metro Station subarea which are completed or are under construction.

Commercial development near the Eisenhower Avenue Station is more dispersed and less physically oriented to the Metro Station. The most prominent buildings are the Hoffman complex. These buildings are located on Eisenhower Avenue and on Stovall Street just northwest of the Metro station and consist of two buildings which total 935,841 net square feet and range in height from 120 to 150 feet. These buildings are surrounded by 3400 surface parking spaces accommodated on some 27 acres of land. Part of the Hoffman Complex includes an eleven story, 101,000 square foot hotel.

The other prominent commercial structure in this subarea is the American Trucking Association Building on Mill Road near the Capital Beltway. This 7 story building contains a net 171,000 square feet and is served by above grade structured parking.

The remaining commercial/office development is comprised of low scale office complexes such as the Alexandria Tech Center and the GT Metro Center. The ATC consists of four, three story office buildings with 268,000 square feet of space and a hotel containing a total of 98,242 square feet. The GT Metro Center is a combination of office and warehousing/commercial space consisting of 145,000 square feet of commercial/office space and 107,000 square feet of warehouse/commercial space.

There are approximately 2 million square feet of office development built in the Eisenhower Avenue subarea.

Utilities and Transportation Land Uses

Transportation land use constitutes the largest amount of land area within the King Street/Eisenhower Avenue Area, covering 102.8 acres or 28.8 percent of the total land area. Most of this land area contains the property and right-of-ways for the Metro service and inspection yard at Eisenhower Avenue and Bluestone Road and the Metro stations at King Street and Eisenhower Avenue. Other properties that are used for transportation purposes are the Amtrak's Union Station on King Street and Callahan Drive and the Norfolk-Southern Railroad yard.

Industrial Land Uses

Approximately 45.1 acres or 12.6 percent of the land area in the King Street/Eisenhower Avenue area is used for industrial purposes. These industrial uses are concentrated on Eisenhower Avenue between Telegraph Road and Hooff's Run and include the Alexandria Scrap Yard, whose lease expires in 1992, and the Curtis Lumber and Plywood Company, whose lease expires in 1995. Other smaller industrial uses include the Virginia Concrete operation, a mini-storage facility and a warehouse/retail/office complex on Hooff's Run Drive.

Institutional Land Uses

Institutional uses account for almost four (4) percent (14.2 acres) of the land area in the King Street/Eisenhower Avenue Area. The major institutional uses are the 182,200 square foot Public Safety Center, constructed in 1987; and the City's 25,000 square foot Homeless Shelter and Substance Abuse Center, constructed in 1988. Other institutional uses in the area are the Black Baptist Cemetery located on Holland Lane and two churches located on King at Peyton Street and Duke at West Street.

Recreation Land Use and Open Space

Only about 2.1 percent (7.5 acres) of the land area is used as open space. The study area does not contain parks, fields or active recreational facilities. Most of the open space consists of grassed or treed areas along the Cameron Run and Hooff's Run embankments. The embankment along Cameron Run has been designated as the Cameron Run Greenway and is a part of the City's open space inventory.

Vacant Land

The King Street/Eisenhower Avenue Area contains approximately 87.1 acres of vacant land. This represents 24.4 percent of the developable land area. Almost all of the vacant land in this area is located within the Eisenhower Avenue corridor.

EXISTING ZONING (Map 3)

Industrial Zoning

Excluding right-of-ways for streets and alleys, 203.3 acres or 56.9 percent of the King Street/Eisenhower Avenue Area is zoned for industrial use. Most of this industrially zoned property consisting of 58.8 percent (181.56 acres) of the area is zoned I-2. The I-2 zone allows the heavy industrial uses such as railroad yards, warehouses and truck terminals, but also allows high density commercial development at a 3.0 FAR. All of the I-2 zoned land in this area is located in the Eisenhower Avenue subarea.

An additional 21.7 acres, 6.1 percent of the area, is zoned I-1. The I-1 zone permits light industrial uses and professional office buildings at a 2.5 FAR.

Commercial Zoning

Commercial zoning, predominately C-3, covers 28.7 acres (8.1 percent of the total land area). The C-3 zone generally permits professional office buildings and commercial retail at a 3.0 FAR and residential development at 54.45 dwelling units per acre. All of the new construction that has

occurred around the King Street Metro Station was done on sites with C-3 zoning. All of the C-3 zoned properties are located north of Duke Street between West Street and Diagonal Road.

Mixed Use Zoning

Approximately 91.7 acres or 24.7 percent of the area is zoned M-1 or M-3. The M-1 zone was designed to encourage mixed commercial and residential development near the King Street Metro Station. The zone allows a 3.0 Floor Area Ratio for commercial development and up to 85 dwelling units per acre.

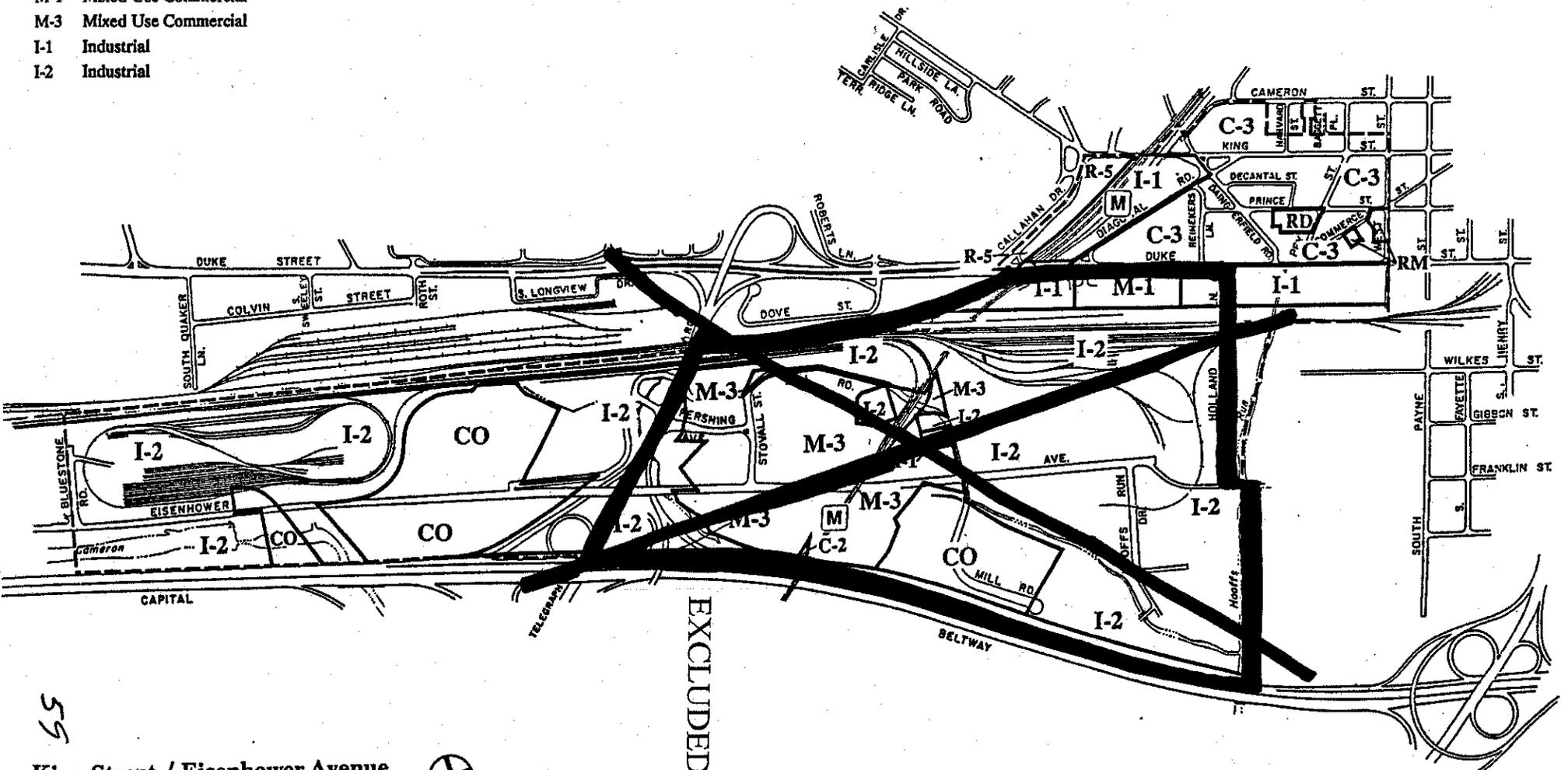
Only one 4.4 acre site on the south side of Duke Street is zoned M-1. Since developers have been primarily interested in commercial development of the King Street area and since the C-3 zone allowed the same 3.0 FAR as the M-1 zone, there has been little incentive to apply for M-1 rezoning to take advantage of its residential density bonus.

The M-3 zone was developed for sites around the Eisenhower Metro station and has been applied to 87.3 acres of land along Eisenhower Avenue between Telegraph and Mill Roads. The M-3 zone was also designed to encourage mixed use commercial and residential development. The zone allows a 3.5 FAR for office development and up to a 6.0 FAR provided that a portion of the development is residential. The zone also allows up to a 345 foot building height with the provision of residential uses. Although developable sites have been rezoned to M-3, no development has occurred on these sites based on the M-3 zoning.

The CO mixed use zone covers 25.5 acres (7.1 percent of the total land area). Like the metro zones, the CO zone was developed to encourage a mix of uses at higher densities. All of the CO zoned properties in this area are located in two clusters on Eisenhower Avenue.

Existing Zoning

- R-5 Residential Single Family
- RM Residential Multi-Family
- RD Residential Multi-Family
- C-2 Commercial
- C-3 Commercial
- CO Mixed Use Commercial
- M-1 Mixed Use Commercial
- M-3 Mixed Use Commercial
- I-1 Industrial
- I-2 Industrial



King Street / Eisenhower Avenue Area Plan



EXCLUDED AREA

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The CO zone allows a 2.0 FAR by right and additional FAR under the CO special use permit provisions to encourage mixed use development. None of the sites zoned CO has developed under the SUP mixed use provisions of the zoning code. The Alexandria Tech Center site is being developed under the by right provisions of the CO zone for office development.

Table 4

**EXISTING ZONING¹
King Street/Eisenhower Avenue Area**

<u>Zone</u>		<u>Square Feet</u>	<u>Acres</u>	<u>Percent</u>
Residential	R-5	277,034	6.36	1.78
	RM	30,141	0.69	0.19
	RD	39,152	0.90	0.25
Commercial	C-2	13,482	0.31	0.09
	C-3	1,248,234	28.66	8.02
Industrial	I-1	945,958	21.72	6.08
	I-2	7,909,065	181.56	50.80
Mixed Use	CO	1,109,597	25.47	7.13
Metro	M-1	190,687	4.38	1.23
	M-2	<u>3,803,658</u>	<u>87.32</u>	<u>24.43</u>
Total		15,567,007 ²	357.37	100.00

¹ The King Street/Eisenhower Avenue Area consists of 18,479,499 square feet or 424.23 acres including public streets, alleys and other right-of-ways.

² The total amount of land area that is subject to land use and zoning controls.

Residential Zoning

Only 8 acres (2.2 percent) of land within the King Street Eisenhower Avenue area have residential zoning, and only 1.6 of these acres are actually used residentially. The largest residentially zoned site, with R-5 single family zoning, is the Amtrak Union Station. Properties zoned for residential and developed for residential are located in three clusters, on Prince Street, Commerce Street and South West Street. The property on Prince Street is zoned RD and contains a 96 unit mid rise residential building. The properties on Commerce Street and South West Street are zoned RM and contain rowhouses or townhouses.

HEIGHT LIMITS (Map 4)

In the City, heights are regulated by both zoning and height districts. There are three height districts within the King Street/Eisenhower Avenue area which supplement the height restrictions of zoning in the area. Both the Cameron Street height district and the Old and Historic Alexandria District restrict development to 50 feet. Together, these two height districts cover most of the parcels north of Duke Street as far west as Peyton Street on the south side of King Street and Harvard Street on the north side of King Street.

Map 4 Existing Height Allowances

— Zone Line

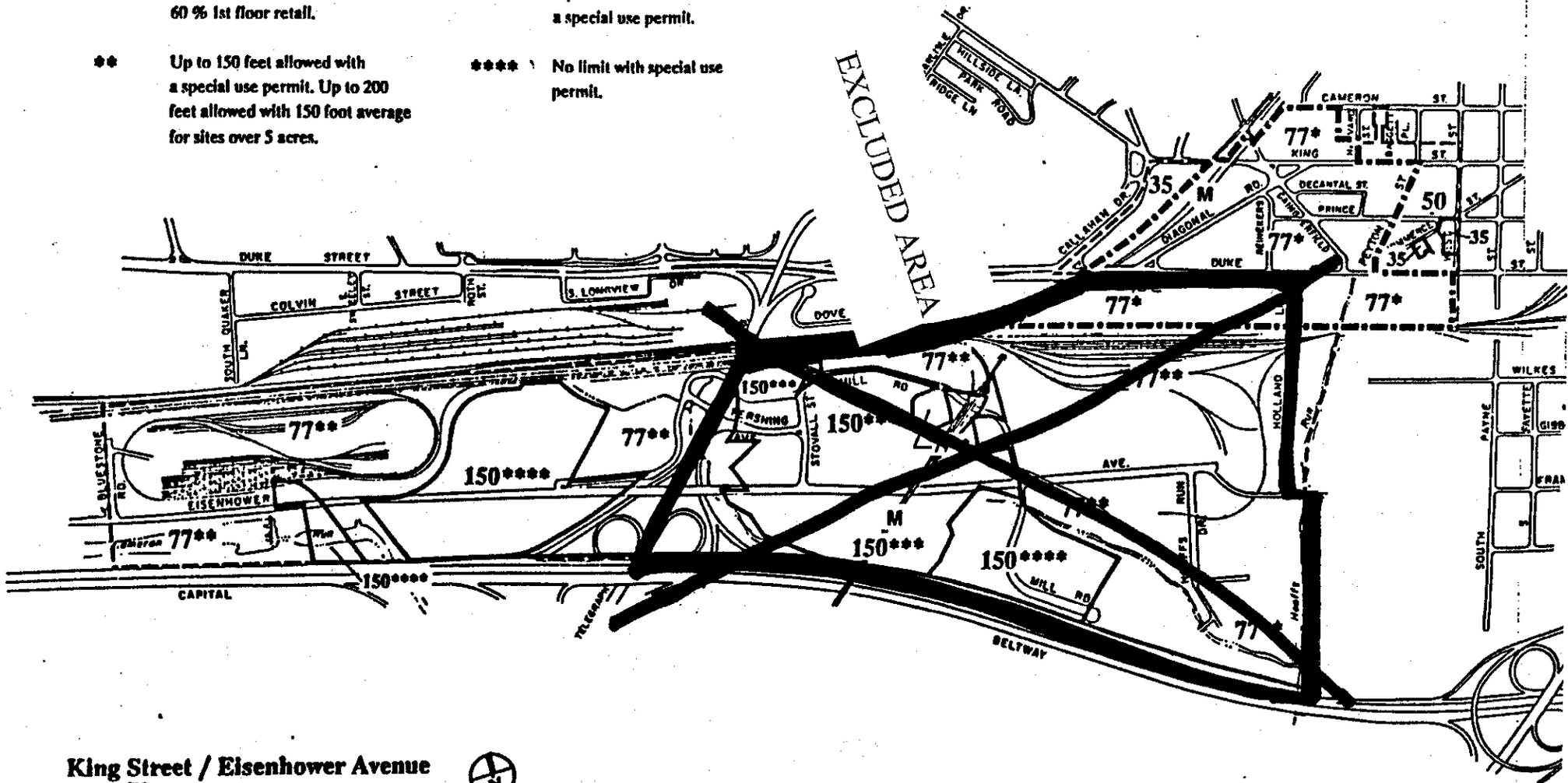
----- Height District Line

* Up to 82 feet allowed with 60 % 1st floor retail.

*** Up to 345 feet allowed with a special use permit.

** Up to 150 feet allowed with a special use permit. Up to 200 feet allowed with 150 foot average for sites over 5 acres.

**** No limit with special use permit.



King Street / Eisenhower Avenue
Area Plan



The King Street Metro Area height district restricts heights to 77-82 feet and covers most of the remaining land in the King Street area; it generally extends from King Street to the north to the rear property lines of Duke Street on the south, between S. Peyton Street to the east and Callahan Drive on the west.

While height districts generally limit development heights in the King Street portion of the study area to 50 and 77 feet, there are no height districts in the Eisenhower Avenue section of the study area.

The zoning in the Eisenhower area generally allows heights up to 150 feet. Under certain conditions, properties that are located outside of specific height districts can be approved to allow heights that are greater than what the zoning would normally allow by right. With a Special Use Permit and approval by City Council the CO zone would allow structures greater than 150 feet.

A Special Use Permit would also permit properties zoned I-1 and I-2 to allow heights up to 150 feet if the property is less than 5 acres in size and up to 200 feet if the property is larger than 5 acres. The M-3 zone would allow structures up to 345 feet in height with a Special Use Permit provided that residential uses are included in the project.

ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

Overall, the King Street/Eisenhower Avenue Area has undergone a dramatic transformation brought about by the onset of Metrorail service in 1983 and by substantial redevelopment activity over the past 8 years. As shown in the table below, prior to the opening of the King and Eisenhower Avenue metro stations in Alexandria, there was only 1.5 million square feet of office development, mostly in the Hoffman Complex. Since 1983 there has been 1.83 million square feet of additional office construction activity or 260,000 square feet constructed per year.

Table 5
OFFICE DEVELOPMENT 1975-1990
(Cumulative Square Feet)
King Street/Eisenhower Avenue Area

<u>Subarea</u>	<u>1975</u>	<u>1980</u>	<u>1983</u>	<u>1985</u>	<u>1990</u>
King Street	5,020	16,546	32,946	392,708	1,232,152
Eisenhower	<u>976,185</u>	<u>1,065,546</u>	<u>1,324,779</u>	<u>1,738,047</u>	<u>2,031,890</u>
Total	981,185	1,082,092	1,076,571	2,270,854	3,264,042

Most of the Metro related development activity has been concentrated around the King Street Metro Station area. Since 1983, some 1.1 million square feet of office development either has been completed or is under construction. Over the next five to ten years it is projected that the King Street station subarea will add another 950,000 square feet of office space at which point the King Street area will have achieved buildout. Almost all of this projected space is either under construction or has approved site plans.

The largest development in the area is the Oliver T. Carr Company King Street Station project located on Diagonal Road and Duke Street. When completed, the project will contain 536,000 net square feet of office space, 67,000 net square feet of retail space, 25,000 square feet of restaurant space and a 155,000 square foot hotel on a six acre site across from the Metro Station.

Another prominent development parcel near the King Street station is the old Reed Theatre site located between Commonwealth Avenue, King Street and Cameron Street. Owned by the Dominion Companies, the plan for this 4.30 acre parcel includes a 178 room hotel and up to 400,000 square feet of office and commercial retail space. Phase I of this project, including 80,000 square feet of office space in four buildings, is nearing completion.

There has been less Metro related development activity around the Eisenhower Avenue Metro Station subarea. Since the construction of the Hoffman Buildings, the area has experienced an additional 707,000 square feet of office development including the Eisenhower Center, Tech Center and GT Metro Center projects and the American Trucking Association building.

The type of development activity in the Eisenhower Avenue area, however, has not been limited to office uses. The Metro Service & Inspection Yard was constructed on a 15.7 acre site at Bluestone Road and Eisenhower Avenue. This facility includes six buildings with 268,000 square feet of space.

The 182,000 square foot Public Safety facility was constructed on Mill Road on a 8.8 acre site to house the City jail and police headquarters. The City's Homeless Shelter and Substance Abuse Center was constructed further north along Mill Road.

In addition, there has been 54,000 square feet of warehouse mini-storage space and 107,000 square feet of warehouse/commercial space constructed.

Future Development Potential

As the King Street Station area approaches buildout the Eisenhower Avenue area becomes the focus for examining future development potentials and their impacts. Development which has occurred over the past 15 years may be only a short prelude to substantial potential development which could occur over the next 20 years.

This analysis examines future development potential from several perspectives. First, known projects are identified as an indicator of development interest and intentions in the area. These

projects have approval, are pending review or have been announced as active developments planned for the near future. Second, the analysis looks at the supply of land and existing zoning to determine the theoretical remaining development potential of the area. Third, the analysis examines development potential in terms of market constraints.

Pending Development Proposals

Map 5 shows development proposals which have been recently approved, are pending approval or have been announced. As indicated, the largest of these proposals is the CNS project.

Carr/Norfolk Southern Project (CNS)

The CNS project is located on 76.5 acres of land used for railroad trackage, the Curtis Lumber Yard, the Alexandria Scrap Yard, the Duke Street Shopping Center, warehousing and the Carpenter's Homeless Shelter Center on Duke Street.

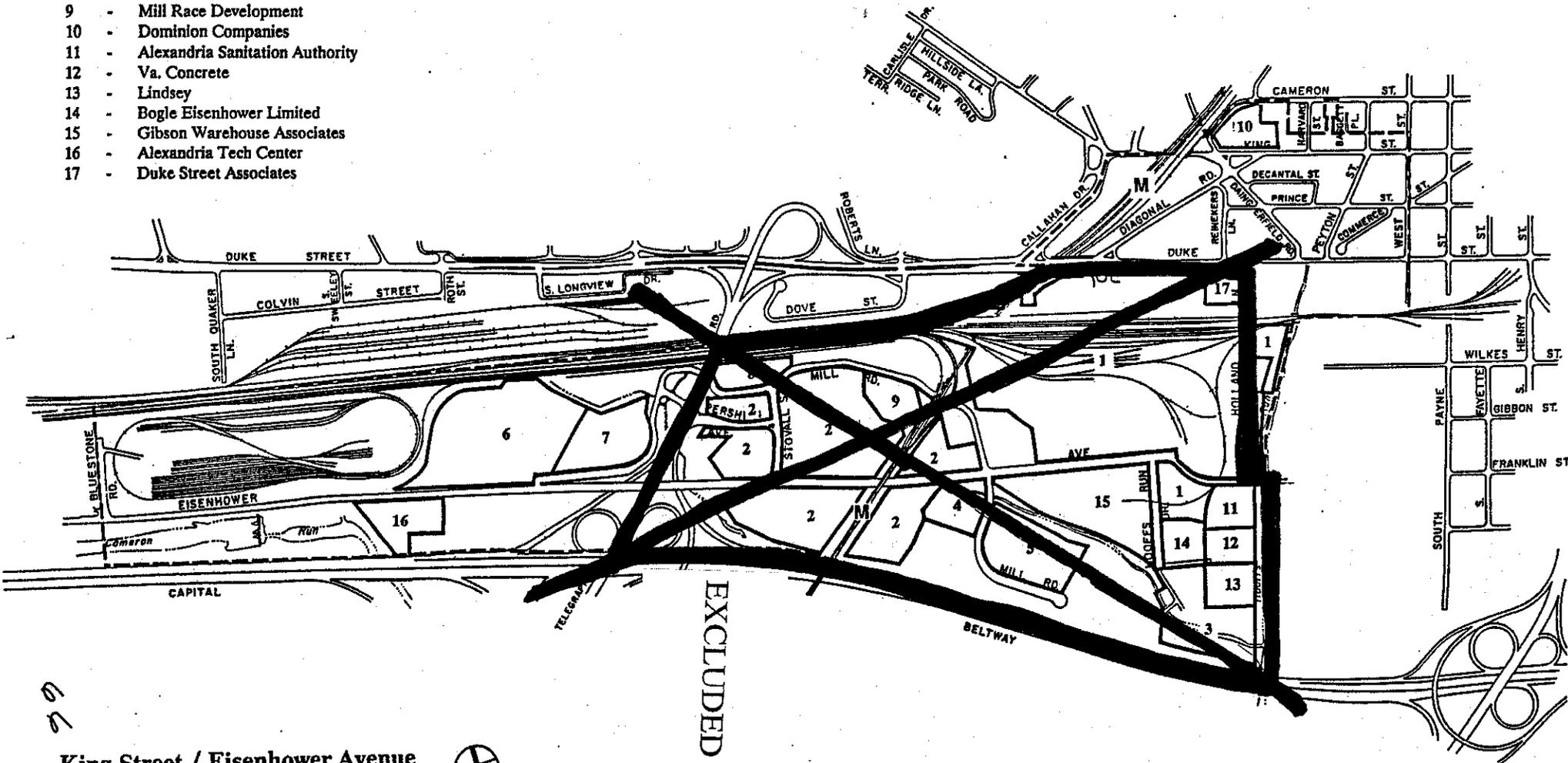
When completed over the next 20 years, the Plan envisions 4,225,000 net square feet of office space, 1,884,000 net square feet of residential space, 300,000 net square feet of hotel space, 378,000 square feet of retail space and a 4,500 square foot day care center.

To serve this project the Plan calls for 11,900 parking spaces located in underground and above ground parking structures throughout the project site area. The Plan also contains 25.4 acres of open space which include sidewalks, courtyards, plazas, gardens, active recreation facilities and a major park along Hooff's Run.

Map 5

Major Vacant and Developable Sites

- 1 - Carr Norfolk Southern
- 2 - Hubert Hoffman
- 3 - Bernard Fagelson
- 4 - Gateway South Associates
- 5 - O.T. Carr
- 6 - Lehigh / Portland
- 7 - Alexandria Research Center
- 8 - Kressfield / Shubin
- 9 - Mill Race Development
- 10 - Dominion Companies
- 11 - Alexandria Sanitation Authority
- 12 - Va. Concrete
- 13 - Lindsey
- 14 - Bogle Eisenhower Limited
- 15 - Gibson Warehouse Associates
- 16 - Alexandria Tech Center
- 17 - Duke Street Associates



EXCLUDED AREA

King Street / Eisenhower Avenue
Area Plan



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~~The project is formed around a grid pattern of streets which will serve to provide additional road connections between Eisenhower Avenue and Duke Street. Holland Lane will be widened to four lanes as part of phase I of this project.~~

~~Access to the site will be from Telegraph Road, Eisenhower Avenue and Duke Street. The CNS team is proposing a Connector Distributor Road from the Capital Beltway to provide more direct Beltway access to the project and as an alternative to Telegraph Road which is already congested.~~

~~The focus for commercial retail and entertainment activities will be the Retail Square to be located on Duke Street opposite the King Street Station Retail Court. The developer is proposing cinemas, a performing arts facility and a 230,000 square foot specialty shopping center.~~

~~The overall density of the project, excluding the 25.4 acres of rights of way, is a 2.62 FAR.~~

Hoffman Center

~~This is a 40.7 acre site located between the Beltway, Telegraph Road and Mill Road. The owner has submitted a Plan to include four, 345 foot (26 story) towers consisting of 3.25 million square feet of office space to house the Navy and a 16 story, 375,000 square foot office building to house a GSA tenant. In addition, the owner has submitted plans for an 800 room expansion of the existing 200 room hotel plus 560 residential units to be housed in two 27 story towers.~~

~~The owner has also identified in concept a future phase for two sites on either side of the Eisenhower Avenue Metro Station. This "Phase C" plan includes 1,170 residential units, an additional hotel with 900,000 square feet, 130,000 square feet of retail and restaurant and 3.0 million square feet of office space.~~

Cameron Center

The Cameron Center site is 22.19 acres, zoned CO commercial, located on Eisenhower Avenue just west of Telegraph Road. The Simpson Development Co. is planning ultimately to construct 1.7 million square feet of office space, 150,000 square feet of retail space and a 300 room hotel. The site has approval for a 120,000 square foot office building.

Alexandria Tech Center

This is an 11.56 acre site located on the south side of Eisenhower Avenue opposite the Cameron Center site. The ATC has over 373,000 square feet of office space approved and 263,000 square feet of office space built.

Mill Race Apartments

This proposed project is located on a 3.3 acre parcel on the south side of Mill Road opposite the City's Homeless Shelter and Substance Abuse Center. The proposal includes 520 units of residential, 22,000 square feet of retail, a 7,000 square foot health facility and 1,100 parking spaces. The heights of the buildings are 185 feet, the proposed density is 3.38 FAR or 157 units per acre.

Foundry Tract

This is a 7.2 acre former steel foundry site located between the Cameron Center property and Telegraph Road. Previous plans submitted by the Walt Robbins Company in 1985 included 585,000 square feet of office space housed in four buildings and a 300 room hotel.

Pending development proposals would add at least 13.4 million square feet of office space to the 3.2 million square feet of commercial development in the King Street/Eisenhower Avenue area completed or under construction.

Table 6

**PENDING DEVELOPMENT
King Street/Eisenhower Avenue Study Area**

<u>Project</u>	<u>Land Area (acres)</u>	<u>Office (millions of sq.ft.)</u>	<u>Residential (number of units)</u>	<u>Retail (thousands of sq.ft.)</u>	<u>Hotel (no. of rooms)</u>
CNS	76.5	4.2	1886	375	400
Hoffman	40.7	6.6	1730	162	1280
Cameron Center	22.2	1.7	0	150	300
Mill Race	3.1	0	510	22	0
Tech Center	11.6	0.1	0	0	0
Eisenhower Plaza	2.4	0.3	0	31	0
Foundry	<u>7.2</u>	<u>0.6</u>	<u>0</u>	<u>0</u>	<u>300</u>
Total	152.1	13.4	2396	740	1880

Other Potential Development Sites

The list of pending development by no means exhausts the development potential of the study area. Other potential development sites include the following:

Hooff/Fagelson Property

This is a 15.6 acre tract of land located adjacent to the Beltway, the City's sewerage treatment plant and Hooff's Run. The site is mostly vacant and contains a Go-Cart track. This site is to be leased over the next 10 years to a car rental agency for car storage.

Perpetual American/Gibson Warehouse

This is a 13.29 acre site located on the south side of Eisenhower Avenue and immediately south of the proposed CNS development property. The site contains 253,000 square feet of office and warehouse space in one to three story buildings. Because of its proximity to the CNS property and to the Eisenhower Avenue Metro Station it is likely that this site would be ripe for redevelopment in 10 years.

O.T. Carr Site

In addition to the CNS property, the Oliver T. Carr Company owns a 7.72 acre site next to the Public Safety Complex along Mill Road. The owner has indicated plans to construct 800,000 square feet of development on this site. This property would be adjacent to the proposed Connector/Distributor Road proposed by the Carr Company as part of the CNS project.

Zoning Potential

The amount of commercial development which has been built, approved, considered or announced in the study area is 13.6 million square feet. The amount of commercial development theoretically allowed by the current zoning on sites in Valley portion of the study area plus the CNS site is 26,000,000 square feet.

There is, therefore, a marked disparity between what developers have built and have announced they wish to build and what the current zoning allows. Even greater is the gap between current zoning allowances and reasonable market expectations over the next 20 years.

Market Forecasts

In July, 1988 the City commissioned a report prepared by Hammer, Siler George and Associates to forecast future office development over the next 17 years (1988 - 2005). The report concluded that office demand in the City would range from 900,000 - 1,000,000 square feet per year up to 1995 but would taper to 600,000 - 750,000 square feet per year between 1995 - 2005.

Overall, the report states that projected office construction is likely to range from 12 - 14 million square feet of space over the 17 year period or from 700,000 to 800,000 square feet of space per year. This projection predicts a slowdown in the pace of office construction which the City had experienced within the last five years when the City absorbed 5.7 million square feet of commercial office space or 1.1 million square feet per year.

The market analysis has several implications relative to the King Street/Eisenhower Avenue study area. First, it is evident that the study area, especially the large underdeveloped sites, is overzoned relative to the amount of commercial development which can reasonably be captured, not just for the area, but for the entire City.

The largely undeveloped eastern portion of the Valley is zoned for 26 million square feet of office development whereas the entire City is projected to absorb only 13.6 million square feet over the next twenty years.

Moreover, pending development plans include some 13.4 million square feet of office development whereas the allocation projects only 6.0 million square feet of additional office development for the study area over the next 20 years.

TRANSPORTATION

The King Street/Eisenhower Avenue Area is accessible to the Beltway (I-95) and is served by several major arterials including Telegraph Road, Eisenhower Avenue, Duke Street and King Street. The study area is also accessible by bus and rail transit, is served by the Huntington Metroline via the King Street and Eisenhower Avenue Metro stations, and will be served by the Springfield Metroline and possibly by commuter rail.

Nevertheless, access to the study area is severely constrained. North-south street movement within the eastern Valley is limited to Holland Lane and to Telegraph Road. Importantly, Telegraph Road provides the only connection within the study area to the Beltway.

East - west movement is limited to Eisenhower Avenue and to Duke Street. There are only two connections between these arterials within the study area, at Holland Lane and at Telegraph Road. King Street, Commonwealth Avenue and Russell Road are all major streets which funnel into narrow, constricted railroad underpasses which become points of congestion.

Compounding these limitations, is heavy, peak period regionally oriented traffic which is part of the traffic watershed flowing north/south through the eastern portion of the City destined to Washington, D.C. and to Arlington County employment centers. Increasingly, traffic is also destined to Alexandria work places.

The result of a limited street system trying to accommodate regional and local traffic demands has been increased congestion affecting the arterial street system and Alexandria neighborhoods

It is against this background that the prospect of development within the Cameron Run Valley has been discussed, evaluated and debated over the past 20 years

How much development can the eastern portion of the Cameron Valley absorb and how much traffic can the street system accommodate? What improvements are needed to make the street system work and how will all of this affect neighborhoods?

This Plan addresses these questions and issues using a computerized traffic model. The model, using City and Council of Governments (COG) data, provides a comprehensive tool to analyze the impacts of local and regional traffic on the City's street system.

The City has also retained the transportation consulting firm of Frederic R. Harris and Assoc. to assist staff in this effort. This section will refer to the Harris Report which provides the basic transportation analysis contained in the Plan.

The transportation analysis section describes the 1974 Major Thoroughfare Plan for the area, the existing street system, the transit facilities serving the King study area and the major findings of previous Cameron Valley transportation studies. The section then explains the methodology and findings of the Harris report.

1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare Plan for the King Street/Eisenhower Avenue area is shown on Map 6 and described below.

King Street Subarea

The only streets designated as arterials in the 1974 Major Thoroughfare Plan in the King Street area were Duke Street and the small section of King Street between Cameron Street and Diagonal Road. The rest of King Street was designated as a primary collector, while Prince and Cameron Streets were designated as residential collectors. Both the Duke street overpass and King Street underpass at the RF&P railroad tracks were designated for study.

Eisenhower Avenue Subarea

Within the Eisenhower Avenue subarea, two roadways were shown as expressways: the Capital beltway along the southern edge of the study area, and Telegraph Road. Duke Street was the only existing arterial, the planned Eisenhower Avenue extension through the Valley and over Telegraph Road was shown as a proposed arterial. The only other roadways in the 1974 Plan were the Mill Road/ Pershing Avenue/Stovall Street connections between Eisenhower Avenue and Telegraph Road, which were shown as primary collectors. The Plan also called for a study to determine the best locations for a Duke Street/Eisenhower Avenue connector to the Valley west of Telegraph Road.

Intersection Levels of Service

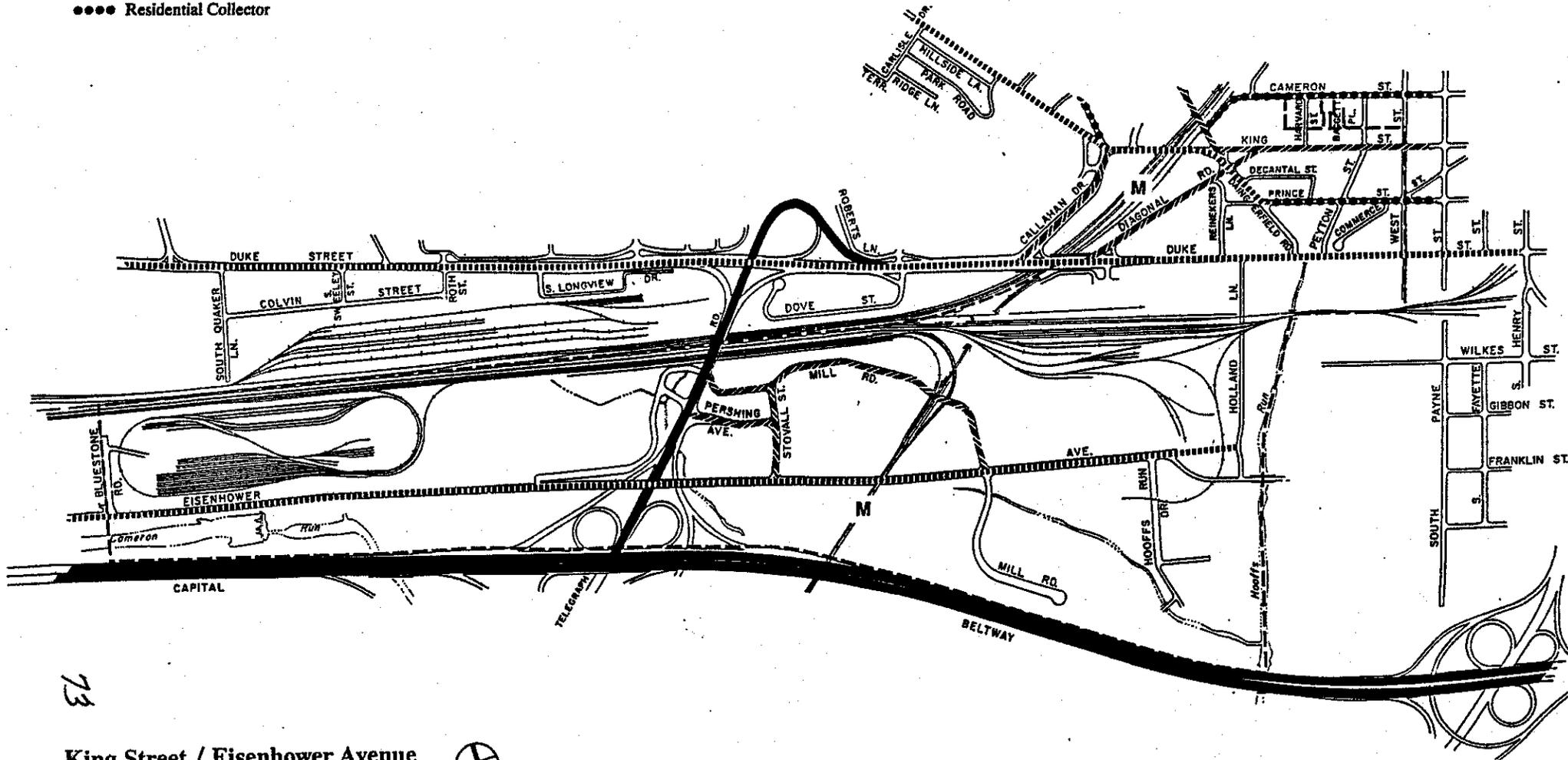
One primary measure of existing traffic conditions is the level of service achieved at specific intersections. "Level of Service" is a concept used by traffic engineers to convey different levels of congestion and delay as arranged on a scale of A to F. In an urban area, level of service E at an intersection during the peak hour (the hour of greatest traffic demand during the morning or afternoon) reflects a condition where all of the traffic demand desiring to cross an intersection during an hour is accommodated. In this sense, the intersection is at capacity; demand fills the intersection during the entire one hour.

Level of Service F is a condition where an intersection cannot accommodate all of the demand during a one hour period. The result of Level of Service F conditions (LOS F) is delays, congestion and extension of the peak hour for longer periods during the morning or afternoon. LOS F describes a condition where demand exceeds the one hour capacity of the intersection.

Map 6

1974 Major Thoroughfare Plan

-  Expressways
-  Arterial
-  Primary Collector
-  Residential Collector



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King Street / Eisenhower Avenue
Area Plan



Using counts contained in the 1988 CNS Traffic Impact Study, the following were calculated to be the existing levels of service at intersections providing access into or located within the area.

As shown, two critical intersections are already operating beyond their capacities during one or both peak hours: Duke/Diagonal and Van Dorn/Eisenhower. Telegraph/Pershing-northbound is at the minimum acceptable level of service. Otherwise, these intersections were operating below their capacity in 1987.

Table 7

**INTERSECTION LEVELS OF SERVICE
King Street/Eisenhower Avenue Area**

<u>Intersection</u>	<u>Level of Service</u>	
	<u>A.M.</u>	<u>P.M.</u>
Duke/Quaker	A	C
Duke/Callahan	B	C
Duke/Diagonal	F	F
Duke/Reinekers	B	A
Duke/Daingerfield	A	A
Duke/Henry	A	D
Duke/Patrick	B	A
Duke/Washington	C	C
King/Russell	C	C
King/Commonwealth	A	A
Van Dorn/Eisenhower	F	F
Telegraph/Pershing-north	E	E
Telegraph/Pershing-south	D	D

Source: CNS Project TIS submitted to Oliver Carr Company by Gorove/Slade Assoc., July 1989.

Street Capacity

Even though most intersections in the King Street/Eisenhower Avenue study area were operating, overall, below capacity in 1987, many of the key streets providing access into and out of the area were over capacity in the peak direction. Duke Street, Route 1 northbound and Telegraph Road, three of the four access points from the south and west, are over capacity today and traffic often experiences delays on these streets in the peak direction. Those streets with the most unused capacity generally provide access from the north, i.e. Route 1 southbound from the north. The existing regional land use pattern generates this demand for access from the south and west.

Although forecasts (COG Round IV) indicate more suburban to suburban travel, there will also be increased traffic from the south and west which will continue to impact the City.

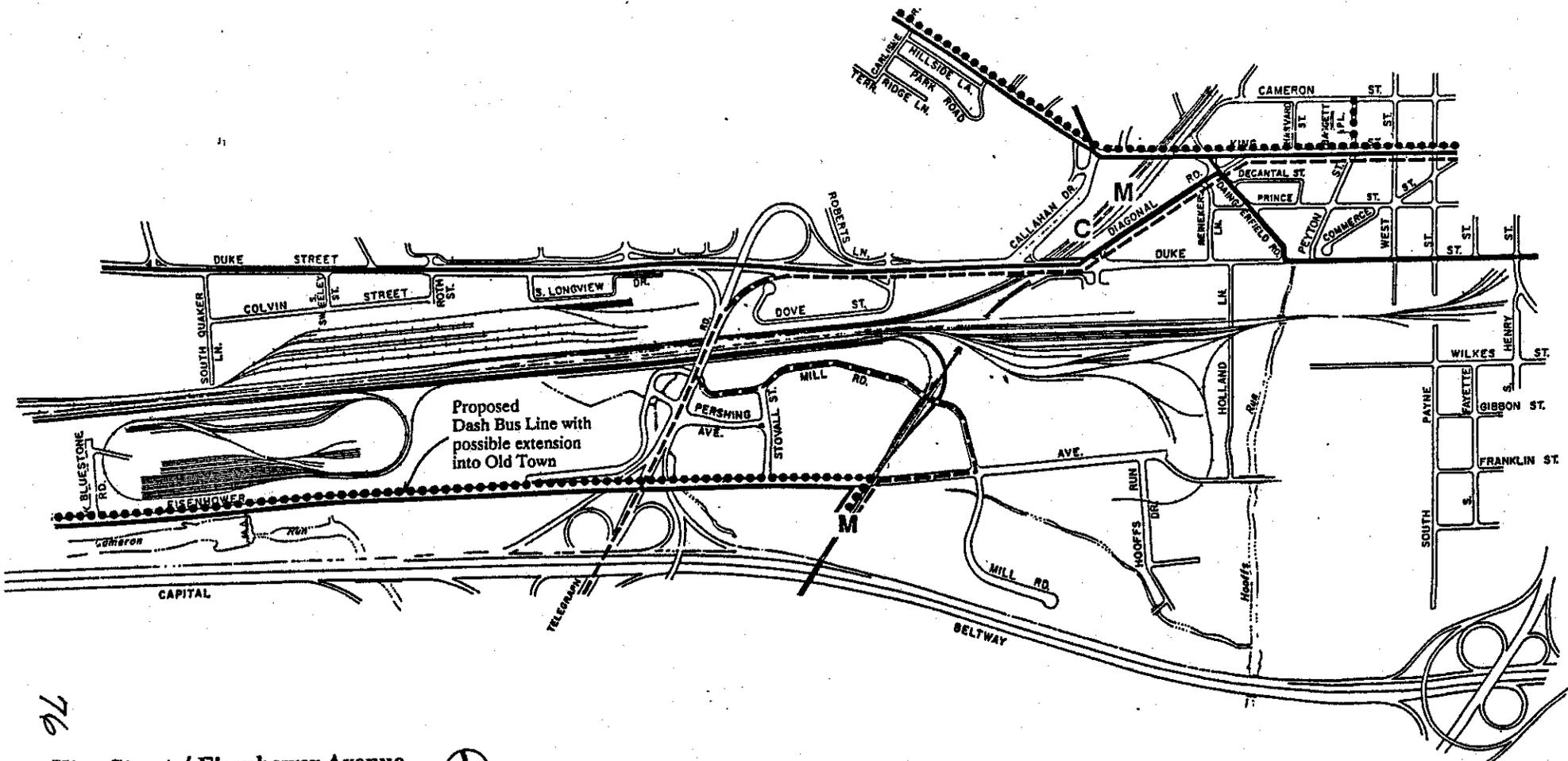
Existing Transit Systems

Metrorail

As shown on Map 7, there are two metro station located within the King Street/Eisenhower Avenue Area, only one-half mile apart: the King Street Station and the Eisenhower Avenue Station. Both the King Street and Eisenhower stations are currently served by the Huntington line. Upon completion of the Van Dorn metro station, service will be extended south to Van Dorn via the King Street station and eventually will extend to Springfield.

Transit Service

- Dash Bus Lines
- Metrobus Lines
- - - Fairfax Connector
- M Metro Stations
- C Commuter Rail Station (Planned)



Proposed
Dash Bus Line with
possible extension
into Old Town

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King Street / Eisenhower Avenue Area Plan



Pedestrian Access to the Metro Stations

A 1987 study of Metro ridership conducted by JHK and Associates showed that there is a strong relationship between the location of development and Metro usage; offices located closer to the metro station have a higher percent of transit users than those buildings located further away. While other factors certainly help determine transit usage, distance between the office and the metro station was one of the most important factors.

Map 8 shows distances around the two Metro stations and shows that over half of the area is located within a reasonable walking distance of a Metro station. Only two areas: the sites west of Telegraph Road, and the sites east of Hooff's Run Drive, are located more than 2000 feet from a metro station. In the JHK study, for suburban locations, transit usage at office developments located more than 2000 feet from the metro had dropped to less than half of what it was at offices located nearer the metro station.

Commuter Rail

The proposed Northern Virginia Commuter Rail is expected to link Fredericksburg, Manassas and points north to Alexandria, Arlington and D.C.. One of the transfer points for commuter rail is planned to be at Union Station, on Callahan Drive just west of the railroad tracks. Union Station will be connected via an underground tunnel to the King Street Metro Station, providing a convenient transfer point and also providing convenient access into the King Street area for commuter rail users.

Bus

Bus service within the Valley is limited. Currently, two Metrobus lines provide service on Eisenhower Avenue: the #14A bus connects the S&I yards on Eisenhower Avenue to the Eisenhower Avenue Metro Station, and the #7 bus provides service between the Eisenhower Metro Station and the western end of the City. Metrobus line #29 runs along Duke Street, connecting to the Pentagon, Old Town and Annandale via Duke Street. Within the King Street area, one additional metrobus line, #28, provides service between Old Town and Tyson's Corner, via King Street.

In addition to Metrobus, three of the four Alexandria DASH lines provide service between the King Street Metro station and most parts of the City. DASH expects to extend its service to the Eisenhower Avenue corridor in the latter half of 1990. Initially, this line is expected to provide service between the Eisenhower Avenue Metro Station, the new Van Dorn Metro Station and the west end of the City.

The Fairfax County Fairfax Connector bus service, linking Springfield and Old Town Alexandria, also provides bus service into the area, stopping at both metro stations.

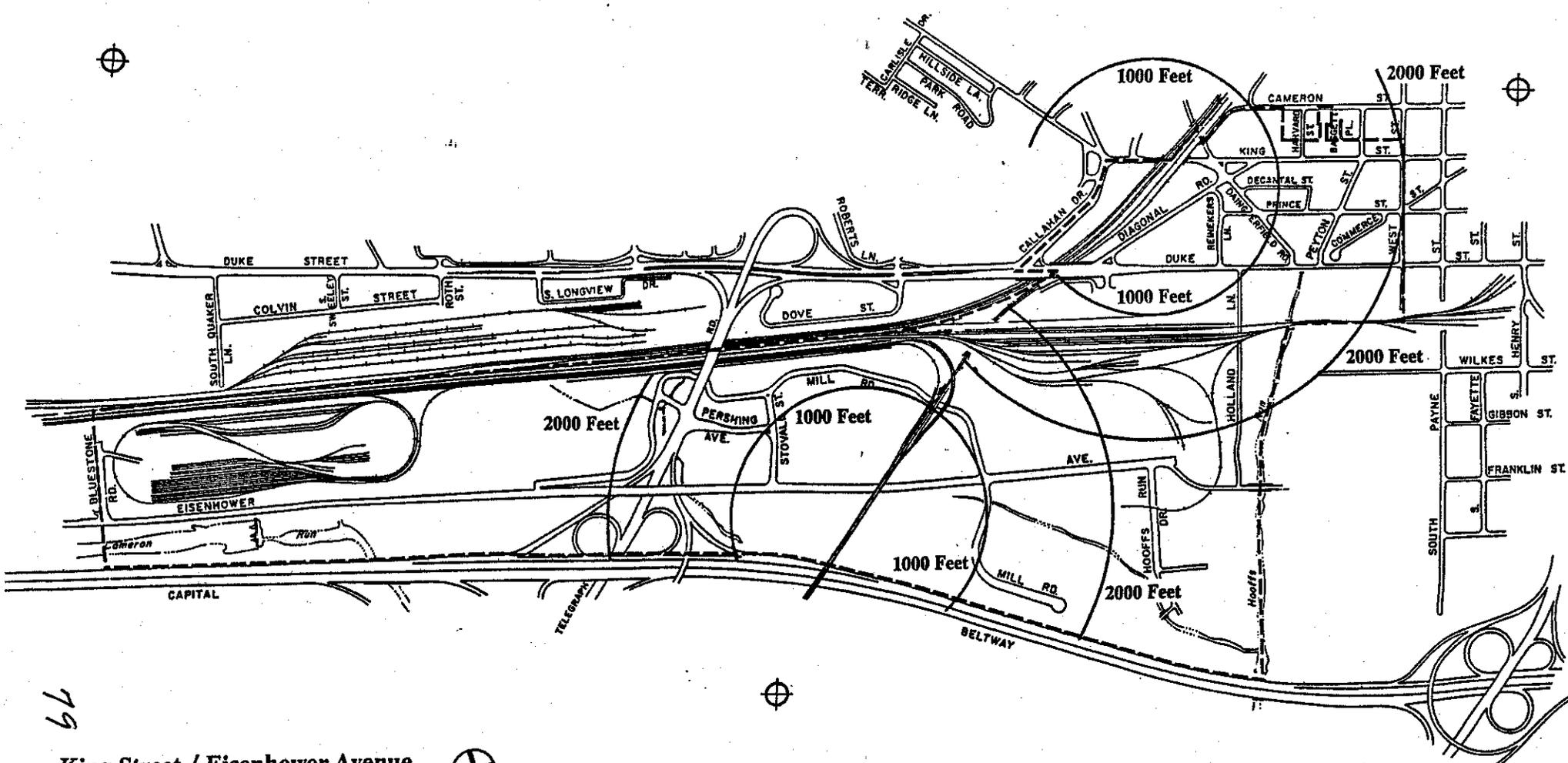
Improved bus service will be a critical element to be included in all transportation management plans within the study area.

Cameron Run Valley Transportation Studies

Over the years, either the City or private developers have conducted studies of the Cameron Run Valley to assess the impact of future development on the existing road network and to identify what road improvements would be needed to accommodate what levels of development.

Although the focus and methodology of each of these studies may have differed, they consistently show that the Cameron Run Valley can only accommodate modest growth without major improvements to the road system.

Walking Distances To Metro Stations



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King Street / Eisenhower Avenue Area Plan



JHK Cameron Valley Study

The 1981 JHK study found that 4.27 million square feet of office space could be built in the Valley while maintaining a level of service D on the street system. The study found that this level of service could be accommodated only if the Clermont connector and interchange and the Bluestone connection to Wheeler Avenue were built.

TAMS Study of the Clermont Interchange

The 1983 TAMS study of the Clermont interchange provided no quantification of the traffic levels supportable in the Valley. However, the study did find that constructing the Clermont interchange would improve conditions on Duke Street and Telegraph Road while worsening Eisenhower Avenue conditions. Since Duke Street and Telegraph Road were and are already highly congested, this study, like the 1981 JHK study, essentially found that the Clermont interchange was necessary to support additional development and to maintain or create acceptable levels of service on the nearby streets.

Barton Aschman's Buchanan Radnor Study

The 1987 Barton-Aschman study was focused on a proposed 900,000 square foot office project on the 20 acre Buchanan Radnor site near Bluestone Road. The study concluded that this level of development could be accommodated. However, even this modest level of development would require construction of the Clermont interchange.

Frederic R. Harris Traffic Study of Eisenhower/King Street Area

In 1989, the City hired Frederic R. Harris to prepare a transportation study of the King Street/Eisenhower Avenue study area in conjunction with the development of this small area plan. Harris used output from the City's traffic model to analyze the A.M. peak traffic impacts of four different development scenarios for the Valley.

Table 8

**LAND USE ASSUMPTIONS (1990-2010)
FREDERIC R. HARRIS STUDY SCENARIOS
King Street/Eisenhower Avenue Traffic Analysis**

	Eisenhower Avenue Area		King Street Area		Remainder of City	
	Office	Res.	Office	Res.	Office	Res.
Scenario One	0	0	0	0	0	0
Scenario Two	0.9	0	1.0	0	7.4	8000
Scenario Three	6.0	1885	1.0	0	7.4	8000
Scenario Four	9.3	10785	1.0	0	7.4	8000

Office=Millions of Square Feet

Res.=Residential=Number of Dwelling Units

The four land use scenarios tested were based on Washington Metropolitan Council of Governments Round IV Cooperative Forecasts and Planning Department forecasts for the year 2010. As shown in Table 10, each scenario assumed the same level of City growth over the next 20 years; the scenarios differ as to how much growth occurs in the study area.

The first land use scenario essentially tests a hypothetical condition where no growth occurs in the City but regional growth outside of Alexandria continues over the next 20 years. This scenario tries to isolate and to identify the impact of regional traffic on the City's future traffic problems.

Scenario Two tests a minimum level of growth within the Study and reflects mostly projects which are underway.

Scenario Three tests the impact of the CNS project which would add over 6 million square feet of development.

Scenario Four, which includes substantial growth within the study area, tests maximum development rights under a possible formula for mixed use zoning which would allow up to a 3.0 FAR, split between office and residential uses, within the Valley portion of the study area.

These four land use scenarios were tested against a street network which included 4 major Alexandria improvements:

- * A Beltway connector road located between the Telegraph and Route I interchanges.

- * A flyover ramp from Telegraph Road northbound and the outer loop of the Beltway into the Cameron Run Valley at Eisenhower Avenue and Stovall.
- * The Clermont interchange connecting to Eisenhower Avenue.
- * The Duke Street widening between Diagonal Road and Henry Street.

Figure 1 shows the 4 major Alexandria road improvements in the 2010 street network. The street network also included all regional improvements in the WMCOG 2010 model and other improvements included in the 2010 Northern Virginia Subregional Plan.

The Harris study identified congested street segments for each of the scenarios and analyzed the effect of each of the development levels on 23 selected intersections within and around the King Street/Eisenhower Avenue study area. The study then tested various recommended street improvements to determine their affect on projected congestion.

Findings

Scenario One - Impact of Regional Growth (No City Growth)

The Harris study found that by the year 2010, 8 of the 23 intersections studied would be handling more traffic than could be accommodated (LOS E or worse), even if no growth beyond 1985 levels occurred in the City. All but one of these over-capacity intersections were located on Duke Street and Eisenhower Avenue, which would be the two most congested streets in this Scenario. Traffic would increase notably on Holland Lane, and Commonwealth Avenue and Russell Road would also experience an increase in congestion under Scenario One. Van Dorn Street would become extremely congested in the northbound direction, between the Beltway interchange and Stevenson Road (Figure 2).

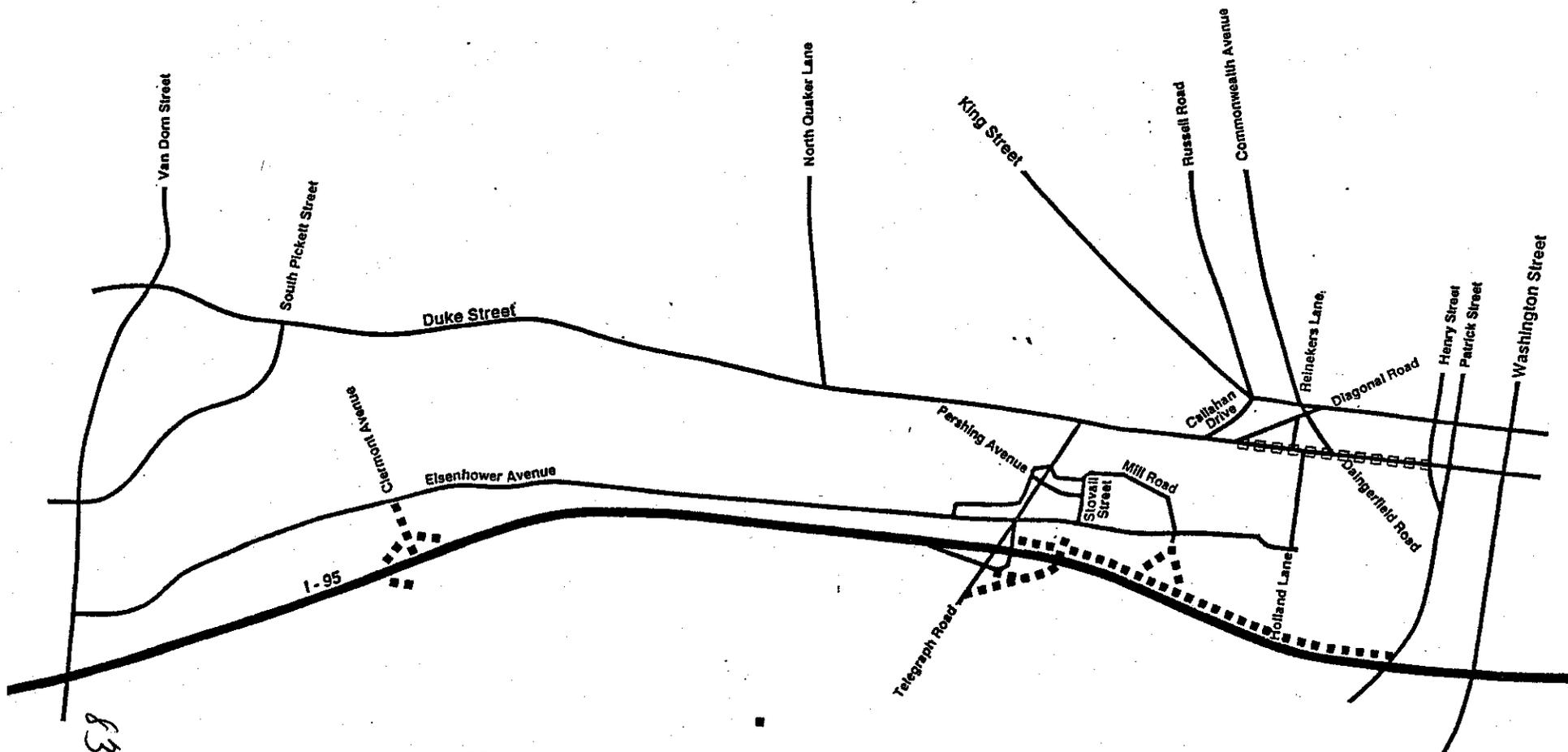
Figure 1

Frederic R. Harris Alexandria Transportation Analysis

Planned Road Improvements Included In Scenarios 1, 2, 3 and 4

■■■■ New Roads

□□□ Roads To Be Widened



King Street / Eisenhower Avenue
Area Plan



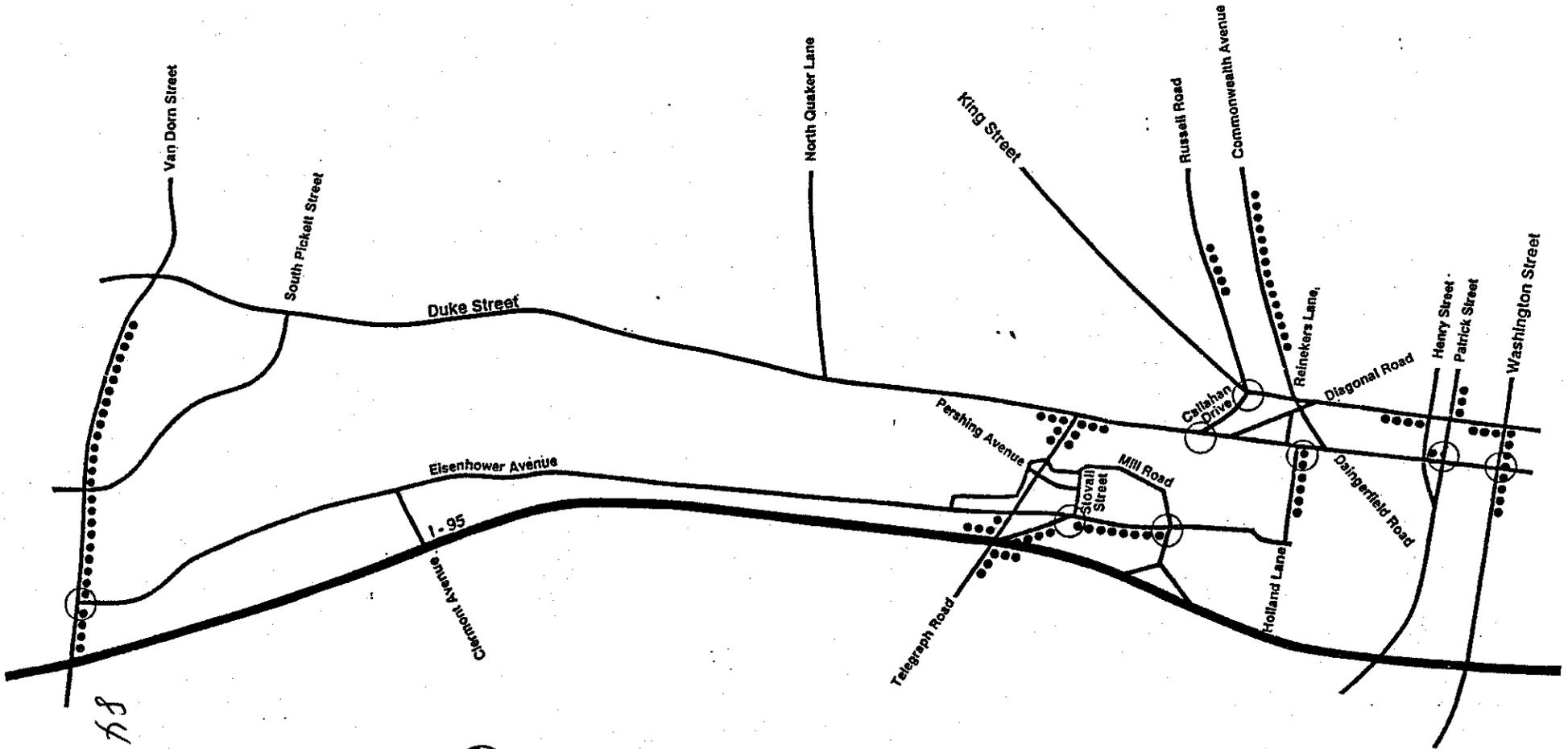
Figure 2

Frederic R. Harris Alexandria Transportation Analysis

Scenario 1: No Growth in City/2010 Growth in Region

●●● Problem Street Segments

○ Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue Area Plan



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Table 9

LEVEL OF SERVICE AT SELECTED INTERSECTIONS FOR MODEL SCENARIOS

King Street/Eisenhower Avenue Traffic Analysis

	--- Scenario ---					
	1	2	3	4	3X*	4X*
Duke/Elizabeth	A	A	F	F	F	F
Duke/Holland	F	F	F	F	A	C
Duke/Diagonal	B	E	E	F	D	F
Mill/Pershing	A	A	A	A	A	A
Eisenhower/Holland	C	C	C	C	A	A
Duke/Reinekers	D	F	D	F	C	C
Eisenhower/Mill	A	A	A	B	B	C
Eisenhower/E. Mill	F	F	F	F	F	F
Duke/Washington	F	E	D	D	E	E
Duke/Patrick	F	F	F	F	F	F
Mill/Stovall	A	A	A	A	A	A
Eisenhower/Stovall	F	F	F	F	F	F
Duke/Henry	A	B	A	B	A	A
Pershing/Stovall	A	A	A	A	A	A
Duke/Callahan	F	F	F	F	F	F
King/Callahan	F	F	F	F	F	F
Telegraph/Pershing	E	E	D	F	D	E
Duke/N. Quaker	C	D	F	F	E	F
Eisenhower/Clermont	A	B	E	F	D	E
Van Dorn/Eisenhower	F	F	F	F	F	F
King/Commonwealth	C	D	F	F	D	F
Duke/Taylor Run	E	F	F	F	E	F
N. Quaker/Trinity	B	C	B	E	C	E

* Additional road improvements added to network

Source: Frederic R. Harris analysis of King Street/Eisenhower Avenue Traffic based on City of Alexandria Traffic Model outputs

Scenario Two - Impact of Minimum Growth in the Study Area

This scenario adds 1.9 million square feet of commercial development in the study area and 7.4 million square feet of commercial development in the remainder of the City. Relative to the No City Growth scenario, the addition of 9.3 million square feet of development Citywide would cause only one more intersection to operate above capacity. Only Van Dorn Street southbound between Edsall Road and Pickett Street and part of Eisenhower Avenue east of Telegraph Road would be markedly over capacity (Figure 3).

Scenario Three - Impact of Moderate Growth within the Study Area

This scenario adds 5.1 million square feet of commercial office development and 1885 residential units within the study area. All of this incremental development reflects the CNS project and the development of a Oliver T. Carr owned site on Mill Road. This additional development results in two more intersections operate at level of service "F". The most significant increases in congestion occur within the eastern end of Cameron Run Valley on Eisenhower Avenue, Mill Road, Pershing Avenue and the Beltway connector-distributor road. Congestion also increases on some streets in the King Street Metro area on the southbound segment of Quaker Lane just north of Duke Street (Figure 4).

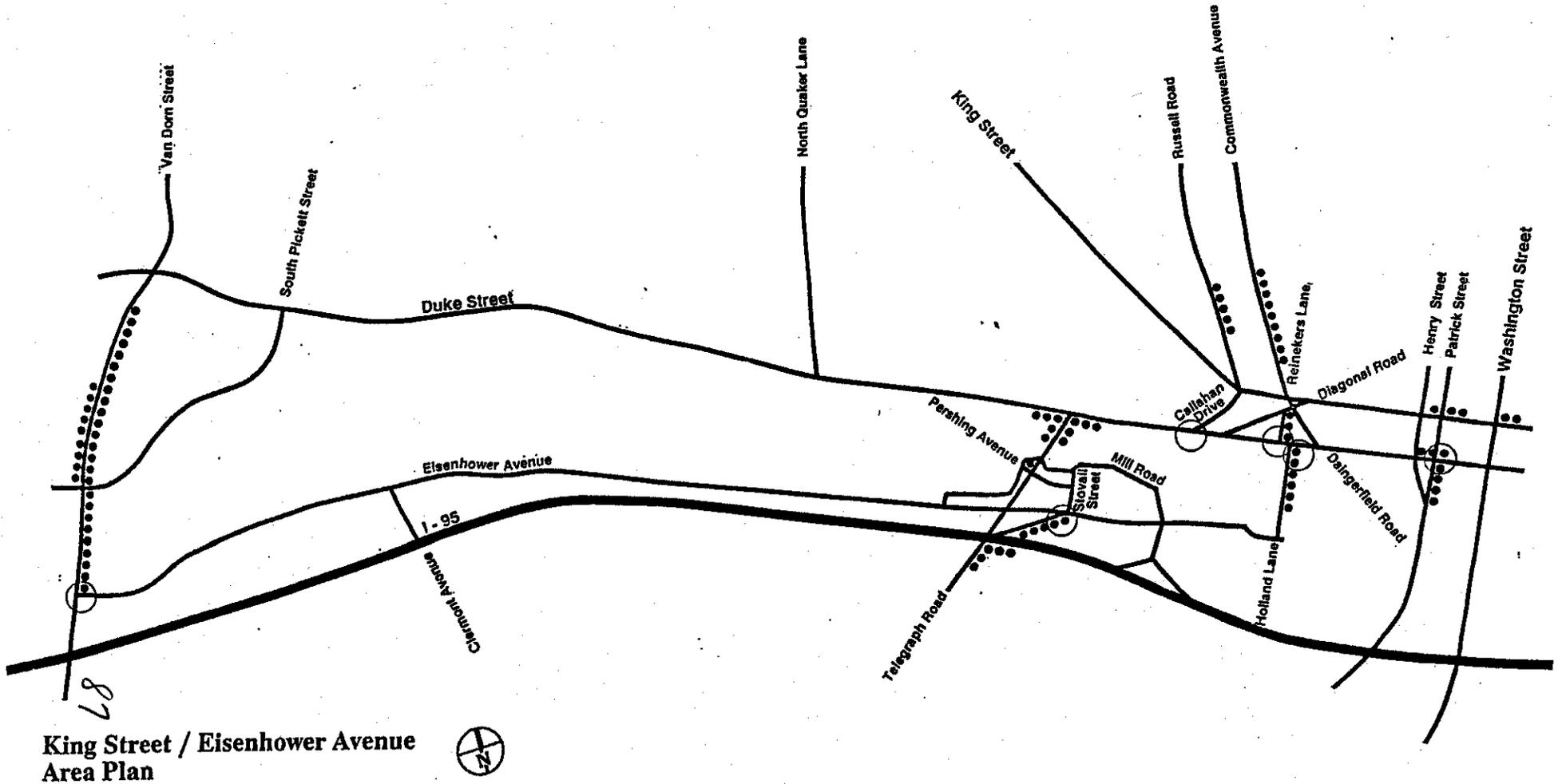
Figure 3

Frederic R. Harris Alexandria Transportation Analysis

Scenario 2: Minimal Growth in E. Valley/2010 Growth in Region

●●● Problem Street Segments

○ Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue Area Plan

Scenario Four - Impact of Intense Development in the Study Area

This scenario adds 3.3 million square feet of office development and 8,904 residential units above Scenario Three. Scenario Four results in significant congestion throughout the study area. Five more intersections are operating at level of service "F" than in the previous scenario; in total, 15 of the 23 intersections would be operating above capacity. Congestion increases markedly within the King Street area and also increases west of the railroad tracks on Russell Road, Commonwealth Avenue and Callahan Drive (Figure 5).

After analyzing the impacts of the four different land use scenarios on a base 2010 street network, the Harris study tested the impacts of additional roadway improvements on congestion in the City. Five major improvements, shown on Figure 6, were tested for Scenarios Three and Four:

- * Construction of the Clermont Connector
- * Construction of the Bluestone Connector
- * Widening of Van Dorn Street between the Beltway and Eisenhower Avenue
- * Construction of the Daingerfield Road/Wolfe Street extension
- * Widening of Eisenhower Avenue between Telegraph Road and Holland Lane

The effect of these street improvements on traffic conditions in Scenario 3 are dramatic. (Figure 7 and Figure 8). Of the 23 intersections analyzed in this study, 15 improved when these road improvements were added, including four intersections which improved from level of service F. Three intersections did get worse, but none deteriorated to level of service F. The addition of these improvements relieves almost all of the congestion within the Eisenhower Valley on Eisenhower Avenue, Mill Road, Pershing Avenue and Holland Lane. Congestion along Duke Street between Callahan Drive and Quaker Lane is alleviated by these improvements. Traffic does increase on one segment of northbound Quaker Lane, but operating conditions do not deteriorate below level of service "E." These improvements will impact Jordan Street which will experience substantially more traffic. However, Jordan Street will not operate below level of service "D" except for one short segment. The Bluestone connector becomes congested, attracting more traffic than its capacity; the Clermont connector introduces congestion on Clermont only south of Eisenhower Avenue.

For Scenario Four, the effects of the 5 improvements are also marked, although substantial congestion still remains because of the high development levels in this scenario (Figure 9 and Figure 10). Of the 23 intersections studied; 17 get better with the improvements, including 4 that improve from level of service F. Two intersections get worse, but they do not exceed capacity. Improvement occurs within the Eisenhower Valley on Eisenhower Avenue, Mill Road and Holland Lane. Congestion also decreases west of the railroad tracks on Russell Road and Commonwealth Avenue. Bluestone becomes congested, as does a section of Quaker Lane in the southbound direction.

Several important conclusions can be made from the Harris traffic analysis. These are described below.

At a minimum, three basic road improvements are needed in the valley:

- the Clermont interchange.
- the Beltway Connector Road
- and the Telegraph Road flyover ramp.

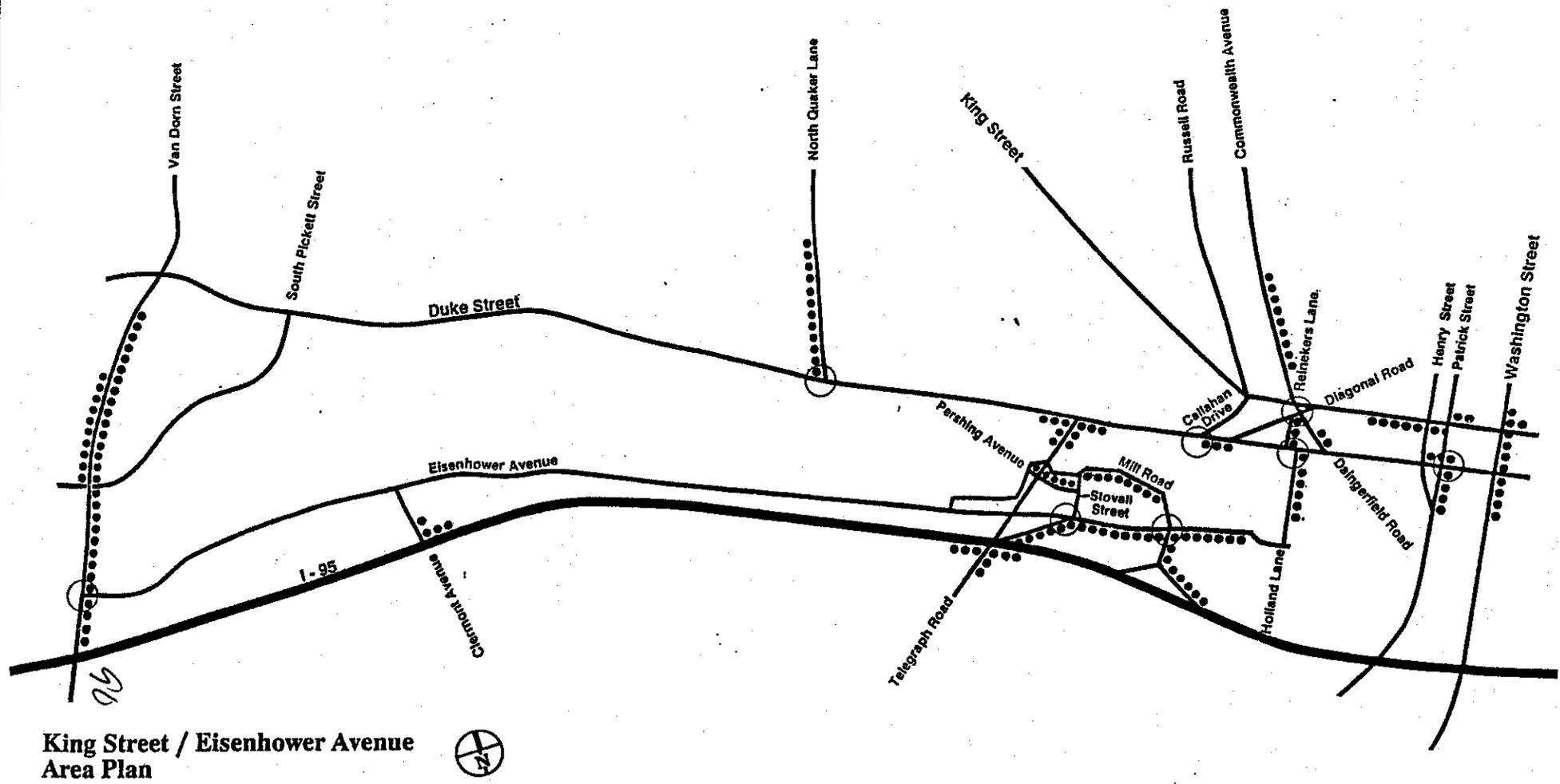
Even with these improvements, congestion will occur and additional improvements will be needed.

Figure 4

Frederic R. Harris Alexandria Transportation Analysis

Scenario 3: Market "Plus" Growth in E. Valley/2010 Growth in Region

- Problem Street Segments
- Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue Area Plan

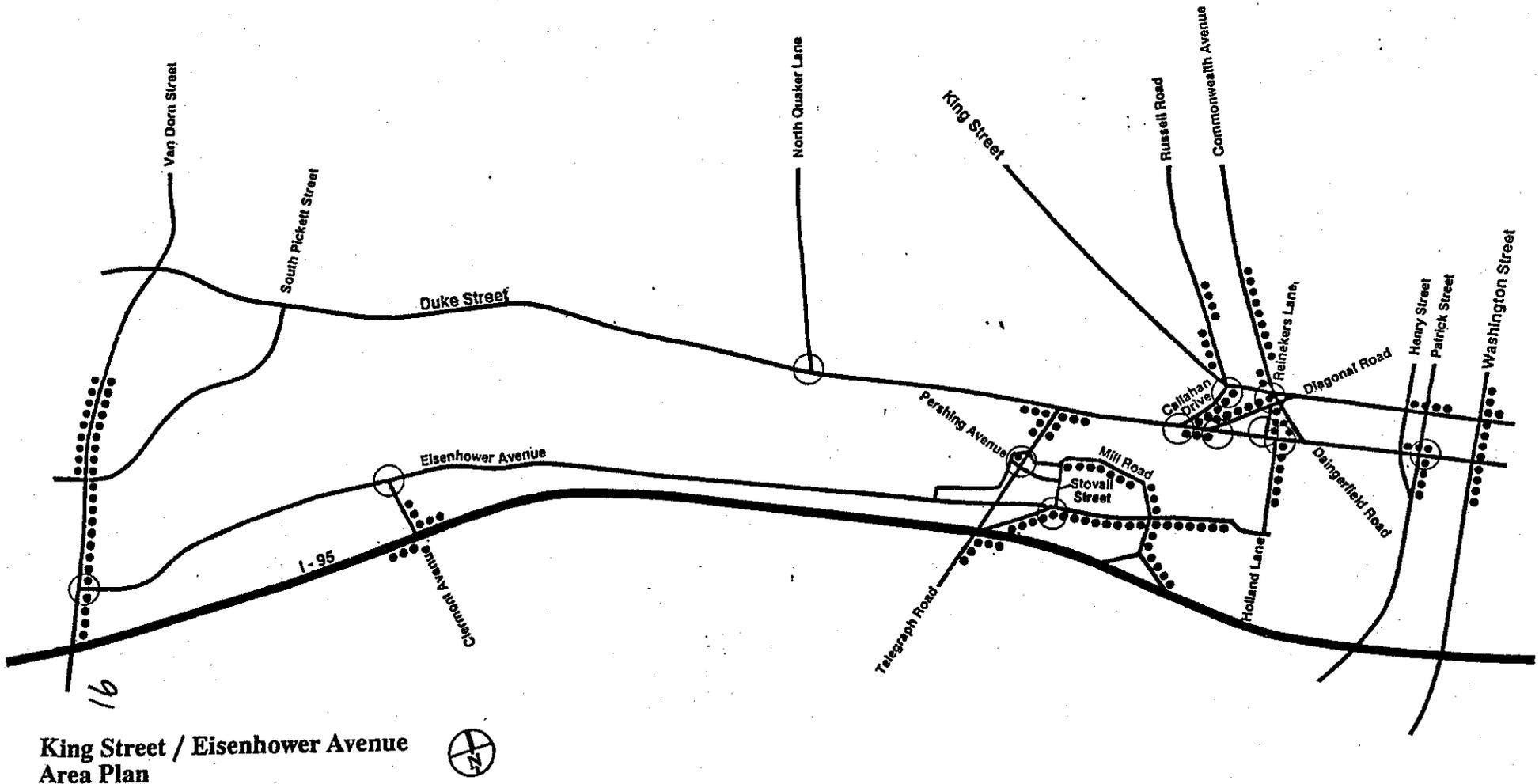
Figure 5

Frederic R. Harris Alexandria Transportation Analysis

Scenario 4: Extensive Mixed Use Growth in E. Valley/2010 Growth in Region

●●●● Problem Street Segments

○ Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue
Area Plan

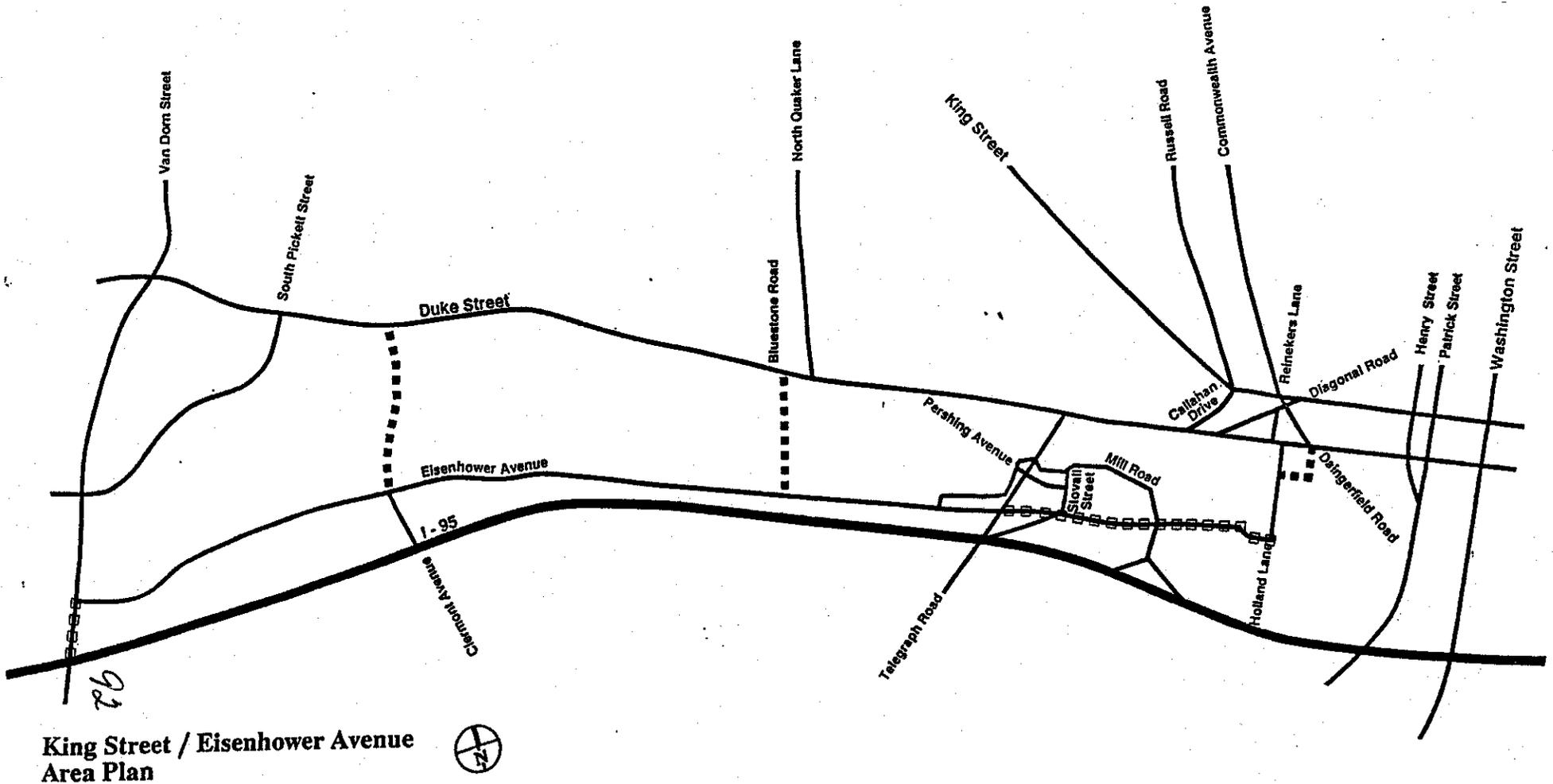
Figure 6

Frederic R. Harris Alexandria Transportation Analysis

Proposed Road Improvements Included In Scenarios 3 and 4

■■■■ New Roads

□□□ Roads To Be Widened



King Street / Eisenhower Avenue
Area Plan

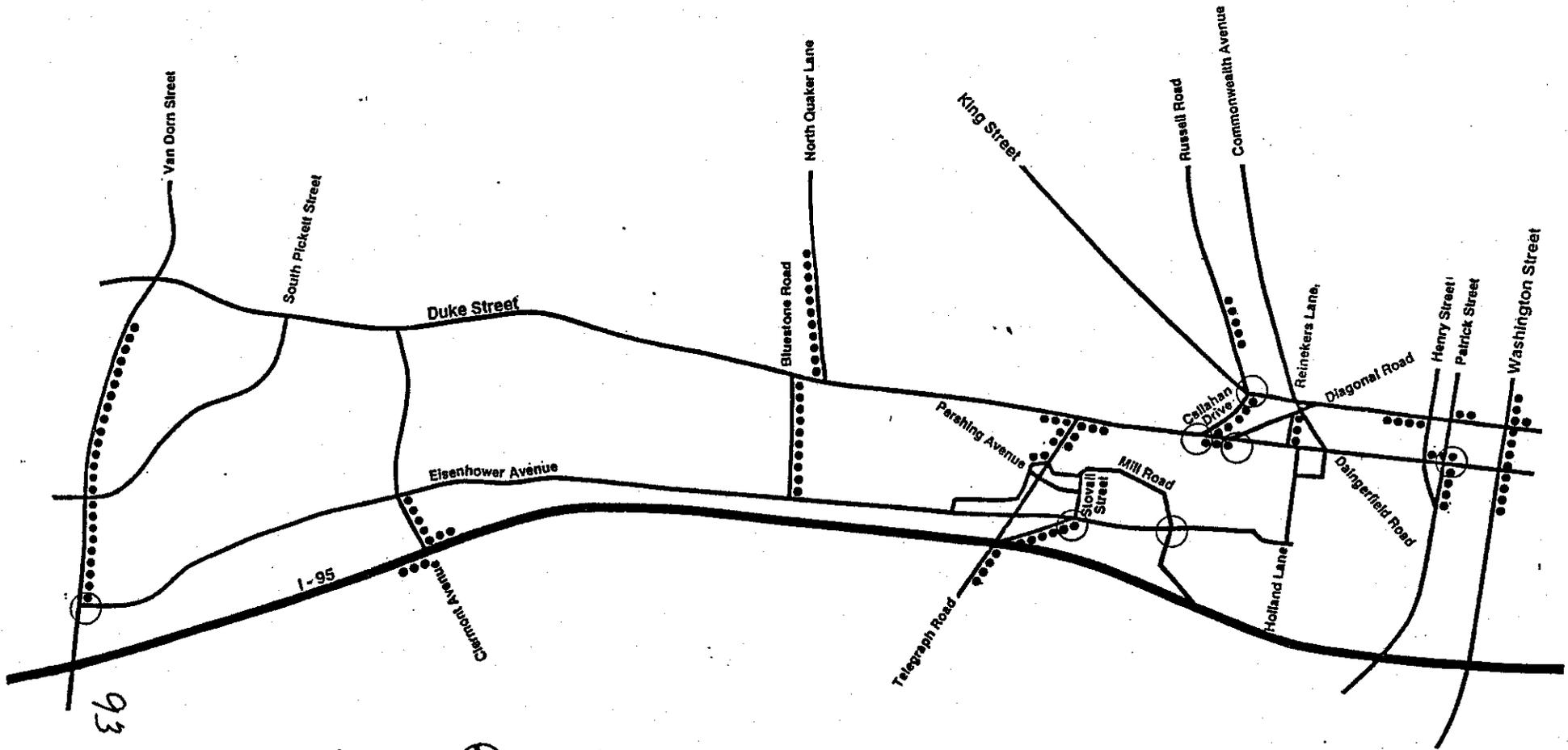
Figure 7

Frederic R. Harris Alexandria Transportation Analysis

Scenario 3 With Proposed Road Improvements

●●● Problem Street Segments

○ Problem Intersections (Level of Service F)



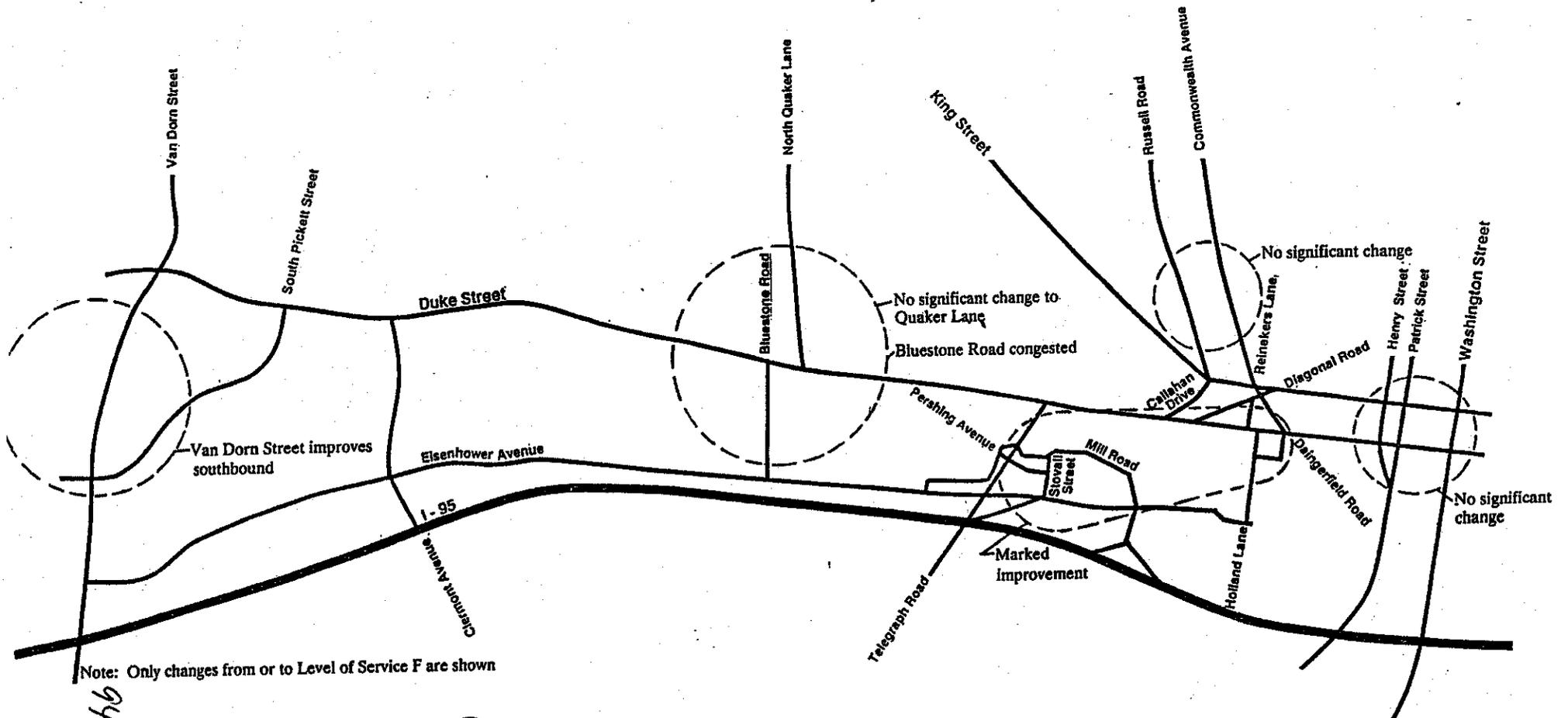
93

King Street / Eisenhower Avenue
Area Plan



Figure 8

Impact of Proposed Improvements on Scenario 3



Note: Only changes from or to Level of Service F are shown

King Street / Eisenhower Avenue Area Plan



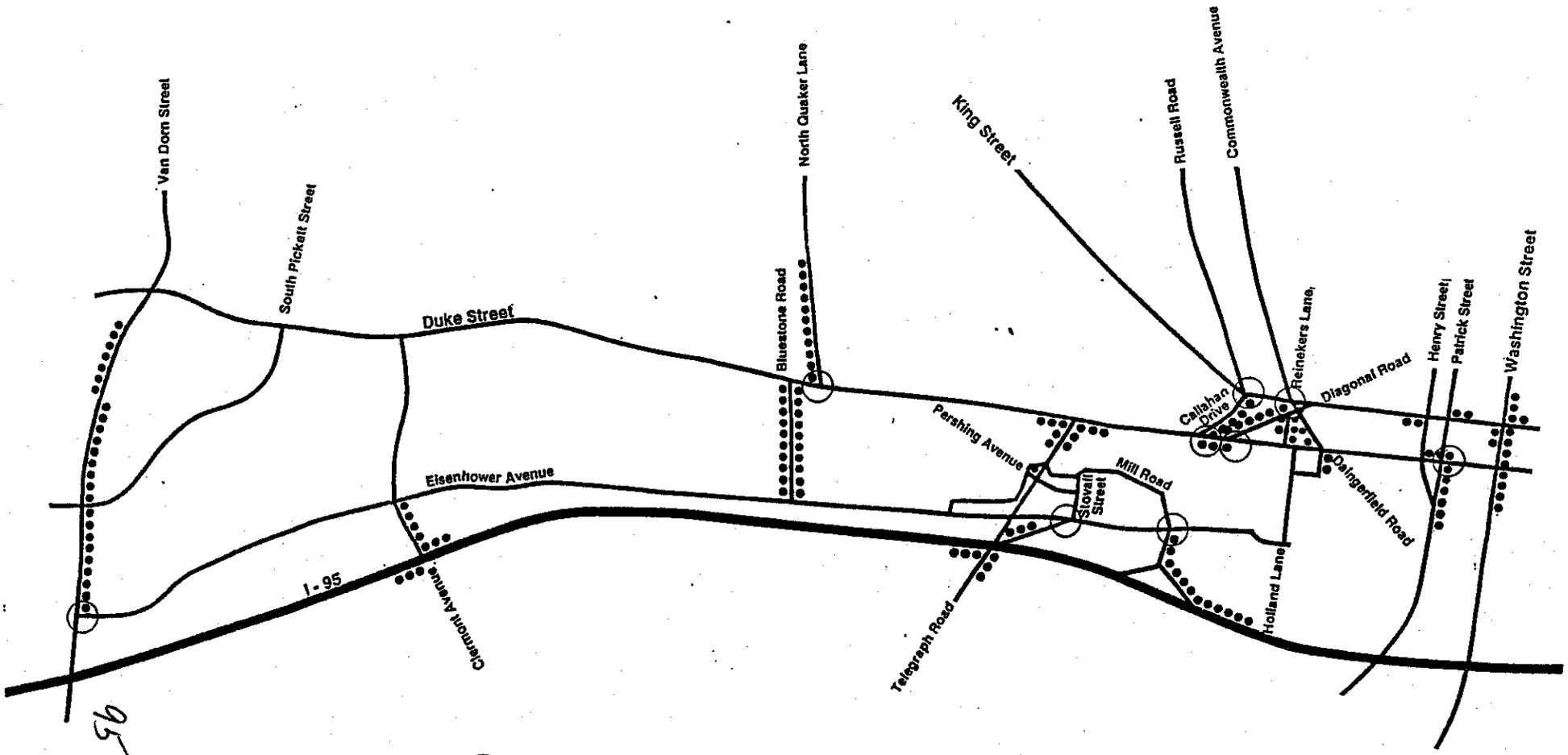
Figure 9

Frederic R. Harris Alexandria Transportation Analysis

Scenario 4 With Proposed Improvements

●●●● Problem Street Segments

○ Problem Intersections (Level of Service F)

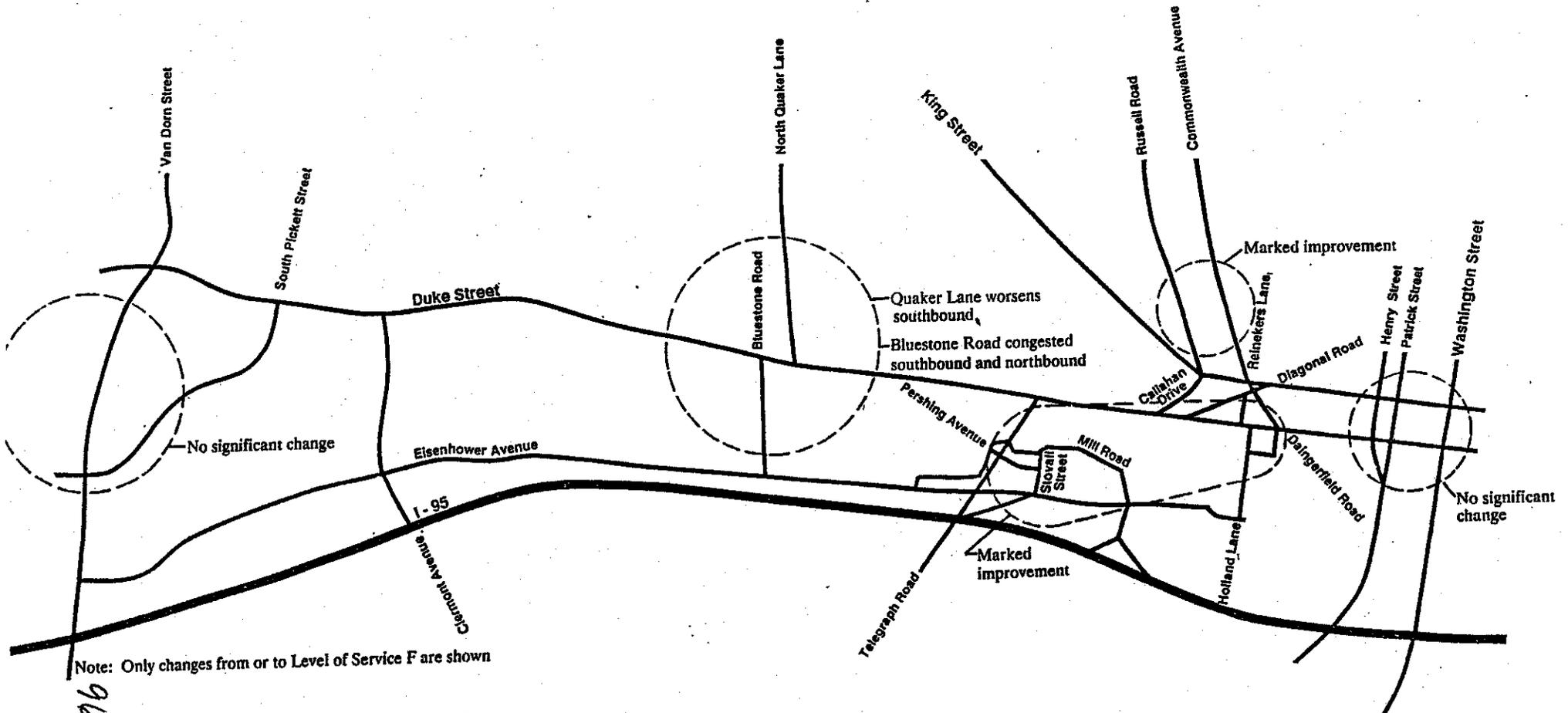


95
96
King Street / Eisenhower Avenue
Area Plan



Figure 10

Impact of Proposed Road Improvements on Scenario 4



Note: Only changes from or to Level of Service F are shown

916
King Street / Eisenhower Avenue
Area Plan



A second level of improvements; including

- connectors between Eisenhower Avenue and Duke Street,
- widening of the eastern end of Eisenhower Avenue,
- widening of Van Dorn Street south of Eisenhower Avenue
- and the Wolfe Street/Daingerfield Road extension;

would help to accommodate development in the Valley with limited impacts on other parts of the City.

With these additional improvements a modest level of development, 6 million square feet of office development and 1885 dwelling units, could be accommodated. Even with these improvements, there would be congestion on the street system, but almost all of the worst intersections and street segments would be located either within the Valley, on Duke Street between Telegraph Road and Holland Lane, or at locations which even today are highly congested.

- * The development of 6.0 million square feet of office in the study area begins to push the limits of tolerable road conditions, even with all possible road improvements in place.

Unless other major road improvements can be identified, no additional traffic can be accommodated on the City's streets without major impacts given current travel behavior.

However, additional levels of development could be accommodated if development generated fewer than expected vehicles; that is, if vigorous transportation demand management programs reduced single occupant vehicles and increased carpool, vanpool and transit use, a proportionate amount of additional development could be accommodated.

Conclusions

To realize additional development in the King Street/Eisenhower Avenue area without unduly impacting residential areas, the City needs to consider, as a package, the following approaches;

1. Coordinate the provision of additional roadway improvements with the phasing of development. This will ensure that development proceeds in concert with added traffic capacity.
2. Require a Transportation Management Association (TMA) within the study area. This can provide a comprehensive and effective approach towards planning and administering TMPs within the area.

3. Create a Transportation Improvement District to finance road and transit improvements in the area and to finance the TMA.

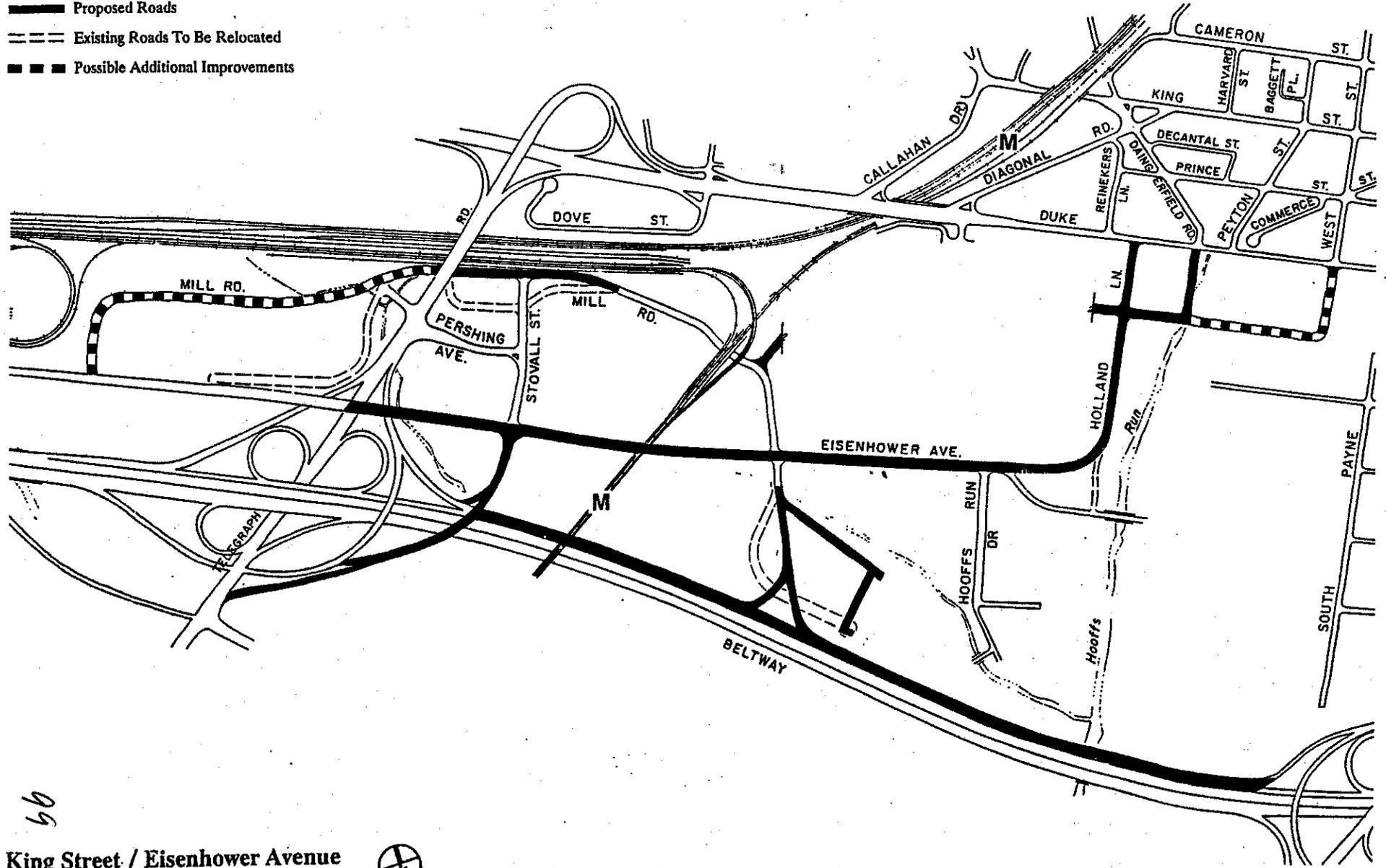
Street Improvements

Based on the Harris Report findings the following road improvements have been identified as needed to accommodate growth within the study area (see Map 9).

Map 9

Planned and Proposed Road Improvements

-  Proposed Roads
-  Existing Roads To Be Relocated
-  Possible Additional Improvements



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King Street / Eisenhower Avenue Area Plan



1. Telegraph Road Improvements plus Flyover Ramp

Telegraph Road serves as both a major traffic portal into the City and a major portal into the study area. By serving this dual role, it has become one of the most congested City streets. Traffic back-ups and long delays are common on Telegraph Road, particularly in the evening peak hours. Currently, most backups are a result of problems at the Woodrow Wilson bridge or in Fairfax County at the Telegraph/Huntington and Telegraph/King's Highway intersections. There are also major problems generated by the configuration of the intersection of Telegraph Road with Mill Road and Pershing Avenue, which provides a major point of access into the eastern portion of the Cameron Run Valley.

Two types of actions to improve Telegraph Road are needed. First, both the Clermont Interchange and the Beltway Connector/ Distributor Road will need to be constructed to relieve the pressures on Telegraph Road. Second, the Telegraph Road interchange needs to be improved to provide easier access into the eastern portion of the Cameron Run Valley. The City should pursue a study to improve Telegraph Road in conjunction with the Woodrow Wilson Bridge Study.

One improvement to Telegraph Road which should be considered, is the construction of a ramp from northbound Telegraph road just south of the I-95 interchange which would connect to Stovall Street. This ramp would allow northbound Telegraph Road traffic destined to the Cameron Run Valley to use the ramp instead of Pershing Avenue to access valley development. This ramp would also be used by eastbound Beltway traffic to access the Valley.

The effect of this improvement is to allow traffic to access the eastern portion of the Cameron Run without being mired in congestion at Telegraph and Pershing Avenue. The Harris study showed that the Beltway flyover from the Telegraph Road ramp is one of three essential improvements needed in the Valley.

2. Beltway Connector Road

The traffic analysis shows that additional Beltway access into the study area is needed to relieve Telegraph Road. One of the major roadway improvements proposed in conjunction with the CNS project is construction of a connector road parallel to the Beltway which would connect to Mill Road and allow westbound traffic on the Beltway to enter the eastern Cameron Run Valley area. The Connector Road would also allow westbound traffic to exit from the Eisenhower Avenue area but only to go towards Fairfax County. Traffic originating from Maryland, therefore, would still have to use Telegraph to go eastbound and back across the Woodrow Wilson Bridge.

3. Clermont Interchange

Although located outside of the study area, the proposed Clermont interchange with the Beltway will greatly improve access into the entire valley. This project is in the State's Five Year Plan;

an EIS is being prepared. The planned interchange, which connects into the valley via Eisenhower Avenue, was identified in almost all studies, including the Harris study, as an essential improvement.

4. Holland Lane/Daingerfield Road-Wolfe Street Extension

Another road improvement proposed by the CNS developers is the widening of Holland Lane to four lanes. The intersection of Holland Lane with Duke street is a problematic one, primarily because of the offset between Holland Lane and Reinekers Lane at Duke Street. This offset produces functional and operational problems. Although widening Holland Lane is needed, other road improvements will also be required to make the Duke Street/ Holland Lane intersection work.

One possible improvement, tested in the Harris Study, is the extension of Daingerfield Road south of Duke Street to Wolfe Street which would be constructed to Holland Lane. Street. Right turns could be prohibited from Holland Lane to Duke Street. Instead, traffic going east or north from Holland would take the Wolfe Street/Daingerfield Road extension. The City's traffic model shows that this improvement would help to relieve congestion along Holland Lane. Eventually, Wolfe Street could be extended to S. West Street or S. Payne Street.

5. Eisenhower Avenue Widening East of Telegraph Road

Eisenhower Avenue is currently two lanes in each direction. As development occurs in the Valley, the Harris study has shown that congestion will reach unacceptable levels on the eastern portion of the Avenue. Widening Eisenhower Avenue to three lanes in each direction between Mill Road and Telegraph Road would provide the capacity needed to avoid congestion.

6. Mill Road Realignment and Extension

Mill Road's meandering alignment limits its traffic carrying capacity poorly serves potential development sites. Realigning Mill Road would remove its awkward curves and improve its traffic carrying capacity. Also, extending Mill Road westward through the two large parcels west of Telegraph Road would provide additional access to these sites, which are now served only by Eisenhower Avenue.

Transportation Management Association

A coordinated approach is needed to implement Transportation Management Plans. Additional development will be able to be accommodated in the Valley proportionate to increased transit usage and carpooling and by people living and working in the Valley. To the extent these shifts in transportation mode occur, there will be less need for additional road improvements beyond what has been identified and less political pressure to curtail development in the future.

A Transportation Management Association to include all development parcels in the study area

is likely to result in better managed, better financed and more effective transportation management plan programs.

Transportation Improvement District

The local share of transportation improvements within the study area should be funded through a Transportation Improvement District (TID) which assesses developers the cost of improvements based on square footage of development. The State has adopted legislation, effective July 1, 1990, which will allow the City to establish a TID to finance Cameron Run Valley improvements. To create this district, the City must adopt a transportation improvement plan for the area and include this plan as part of the City's Capital Improvements Program.

URBAN DESIGN ANALYSIS

The urban design section examines the physical conditions of the King/Eisenhower Avenue area in terms of the opportunities and constraints for mixed use, transit oriented development. The analysis forms the basis for a land use concept and for possible development guidelines regarding the height, bulk and siting of buildings. Also, the analysis examines more specific urban design issues related to public improvements such as street, pedestrian and open space systems.

The focus of this analysis is the largely undeveloped Eisenhower Avenue Metro station area where there is a need to set development guidelines and to coordinate both private and public improvement activity. The King Street Metro area is not included in the general analysis since redevelopment is near completion and the character of development largely established.

Eisenhower Avenue Area

As stated earlier the Eisenhower Avenue area has not produced mixed use residential, retail, office and hotel development. This analysis explores the feasibility of encouraging coordinated mixed use development around the metro station and examines the various development sites in terms of their suitability for different uses, building heights and densities. The analysis also examines traffic, pedestrian and open space systems to determine how best to accommodate increased demands for access, circulation, open space and recreational needs created by new development and how to best link potential development sites into a coherent whole.

Constraints and Influences

Map 10 summarizes the major constraints and influences affecting prospective mixed use development in the Eisenhower Avenue area. These constraints include those physical factors, natural and man-made, which exert a negative influence on the suitability of mixed use development including residential uses.

Physical Barriers

The area is characterized by large scale public facilities, railroad trackage, major arterials, an interchange with its associated ramp system, a major freeway, Metrorail trackage serving two Metro lines and a Service/Inspection Yard and a drainage system which cuts through portions of the area. All of these factors tend to create physical barriers which isolate the area from the rest of the City, separate potential development sites, make pedestrian access difficult and make some sites unsuitable or less attractive for certain land uses such as residential.

Soils and Drainage

Another development constraint is drainage and soil conditions. Cameron Run, Hooff's Run, Mill Race and several other open channels flow near or through the area en route to Hunting Creek and eventually to the Potomac River.

The drainage area, with its high water table and periodic backup and flooding, combined with the fact that parts of this area have been used as landfill and contain poor soil, can adversely affect development, making construction unbuildable or very costly.

In other cases, the high water table and poor soil conditions may make underground parking unfeasible or limited to one level. As such, large developments are likely to include sizable above grade parking structures which can be dominant visual elements of any building design.

Image and Built Form

Another development constraint is the negative image associated with the Eisenhower Avenue area. It is this negative image which causes some to dismiss the possibility that this area could attract residential development.

This image reflects the isolation of this area from the rest of the City and the area's industrial character--its railroad facilities, scrap yard and concrete mixing plant. This image stems also from the area's lack of development, the presence of large tracts of bare, desolate looking land.

However, another factor which makes it difficult to envision the area as a location for quality development is that what has been built in the Eisenhower Avenue area to date does not convey a sense of coherent urban form, and certainly does not realize the great potential of a Metro station area.

Map 10

Constraints

 Industrial Areas

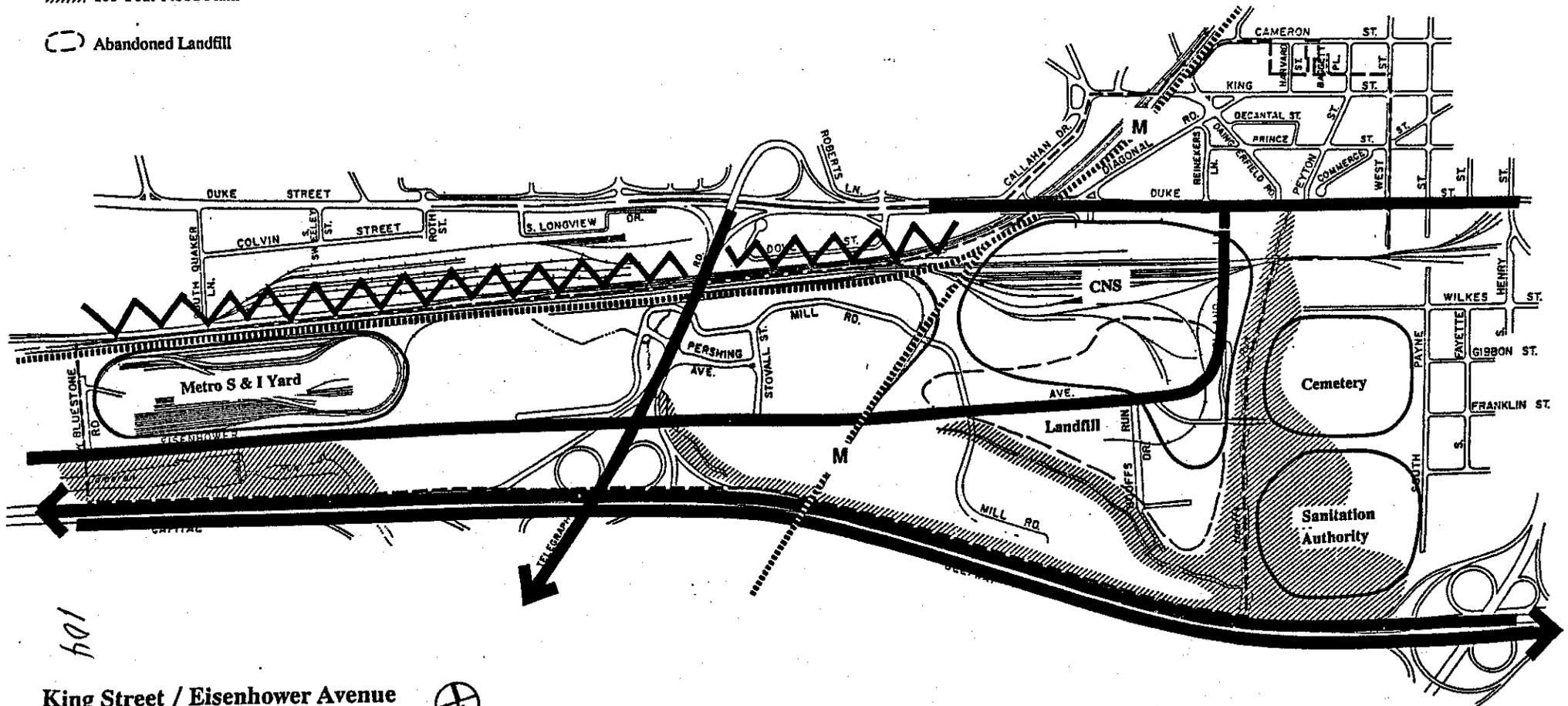
 Major Roadways

 Metro Stations

 Metro Lines

 100 Year Flood Plain

 Abandoned Landfill



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King Street / Eisenhower Avenue
Area Plan



Opportunities

Although the Eisenhower Avenue area is negatively affected by the constraints and influences discussed above the area also enjoys some considerable advantages and opportunities (Map 11) as a potential development area.

The area is well located near a major regional highway facility - I-95 and has great visibility to the Beltway. Improving accessibility to the Beltway would improve the attractiveness of the area for development.

The area is also located next to two Metro Stations which are only one-half mile apart. Metro stations provide an extra margin of accessibility which has attracted development around most transit stations in the Washington Metropolitan area.

In addition to Metrorail, there is the prospect that Commuter Rail can be initiated in two years and that bus service within the Valley can be greatly enhanced once the Van Dorn Station is in operation. The Eisenhower Avenue area also has the advantage of large sites under single ownership which increases the possibility of phased mixed use development.

The fact that the Cameron Run Valley is in a stream valley also presents an opportunity. A stream valley open space/ bicycle and pedestrian system can be developed in the area to link development, especially residential uses, to recreational facilities, to other developments, to the metro stations and to other parts of the city. It may even be possible to link this system via a bike trail to the Mt. Vernon Bikeway along the Potomac River.

There also may be opportunities to provide additional active recreation areas to serve new development. These areas may be appropriately located near the confluence of Hooff's Run and Mill Race and tied into the overall bikeway/pathway system.

Via the CNS project, there are also opportunities to lessen the Valley's isolation and to establish stronger connections between the Eisenhower Avenue area and the King Street Metro area, to make the Eisenhower Avenue area more a part of the fabric of the City.

Finally, because the Eisenhower Avenue area is located in a valley, removed from the established, low scale residential neighborhoods, there are opportunities to allow taller buildings without necessarily creating visual impacts to neighborhoods or City landmarks.

Allowing taller buildings in the Valley would provide views of the Potomac River and of the Old Town area which could in turn encourage quality development, especially, residential uses. Nevertheless, taller buildings need to be sensitively sited and carefully designed to avoid blocking views of landmarks such as the Masonic Temple.

Planning and Design Considerations for Development

Building upon the constraints and opportunities outlined above, this section examines a land use concept and possible design guidelines for development within the study area.

Land Use Concept

The land use concept shown in Map 12 reflects the desire to encourage a mix of office, retail, residential, and hotel development along with publicly oriented open space, recreational, entertainment and cultural facilities.

Map 11

Opportunities

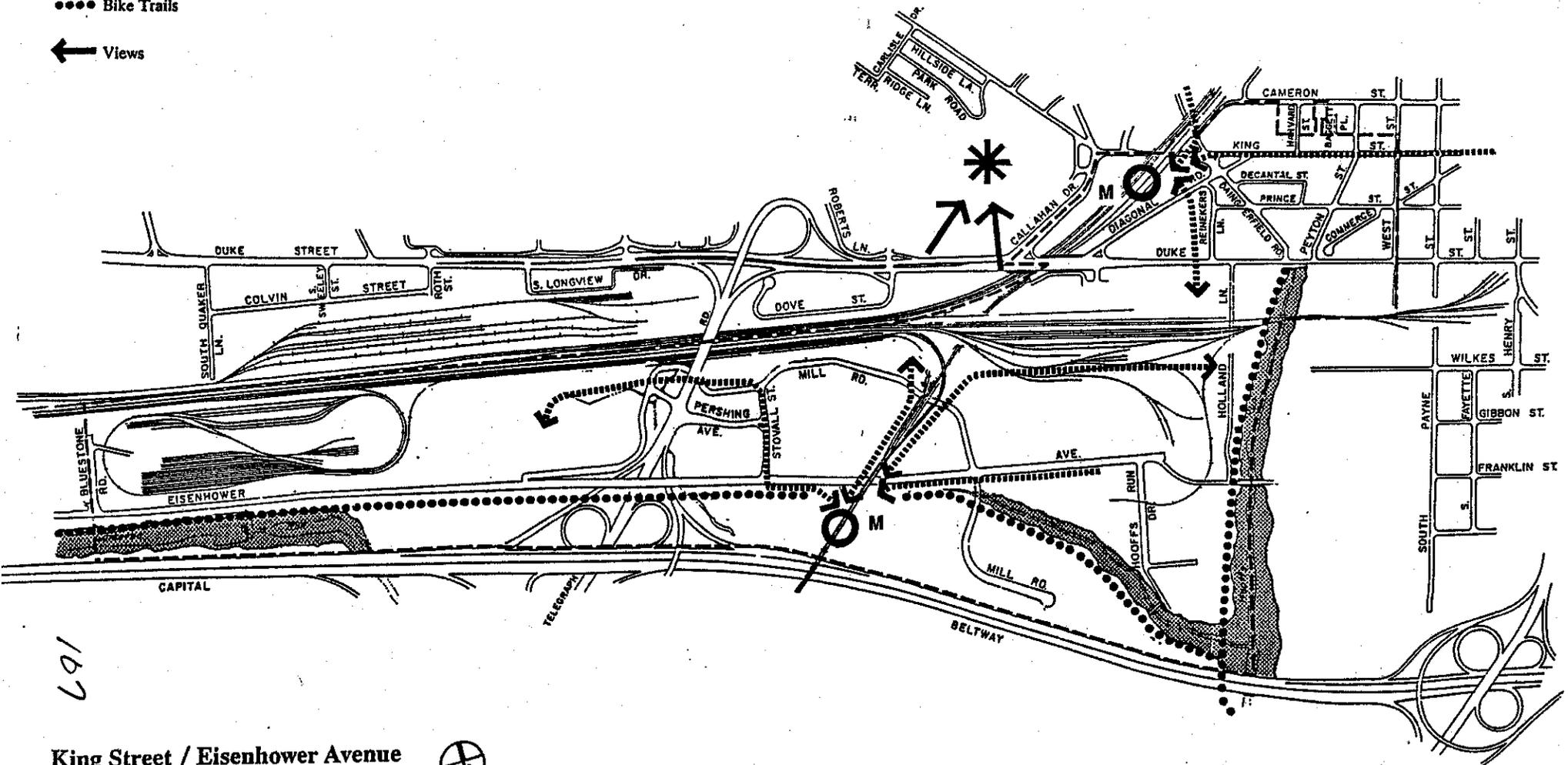
 Landmark

 Stream Valley Park

 Pedestrian Connectors

 Bike Trails

 Views



King Street / Eisenhower Avenue
Area Plan



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The Plan follows these principles:

- * that mixed use development at relatively high densities should be encouraged near the two transit stations
- * that development furthest from the stations and more likely to rely on travel by auto should be more at lower densities.
- * that residential development is most suitable in locations which are within a convenient walking distance to a metro station and accessible to open space and recreational facilities.

For purposes of describing the land use concept the study area is divided into ~~five~~ **two** subareas; King Street Metro, CNS site area, Hooff's Run, Eisenhower Avenue Metro and West of Telegraph Road.

King Street Metro Station

Considering that the King Street Metro Station area is mostly built up, the concept plan primarily reflects the current pattern of development. The Plan encourages a mix of office, retail, hotel and residential uses west of Peyton Street. Because of Metro proximity, residential uses should be allowed at higher densities than other, non-Metro, locations. Ground floor retail uses are desired along King Street and Duke Street west of Holland Lane.

CNS Site Area

~~The area south of Duke Street and between Hooff's Run, Eisenhower Avenue, Mill Road and the Metro tracks to the west provides an opportunity to encourage integrated mixed use development on a large tract of land located between two Metro Stations. Most of this area is the site of the proposed CNS project.~~

~~The concept plan calls for a residential district to be concentrated nearest Holland Lane and nearest a potential park area along Hooff's Run.~~

~~Office development would be concentrated toward the western portion of the site and along Eisenhower Avenue.~~

~~Retail uses would be concentrated along the south side of Duke Street to complement the retail shops under construction along the north side of Duke Street. Business service oriented retail uses would be concentrated within the office core area.~~

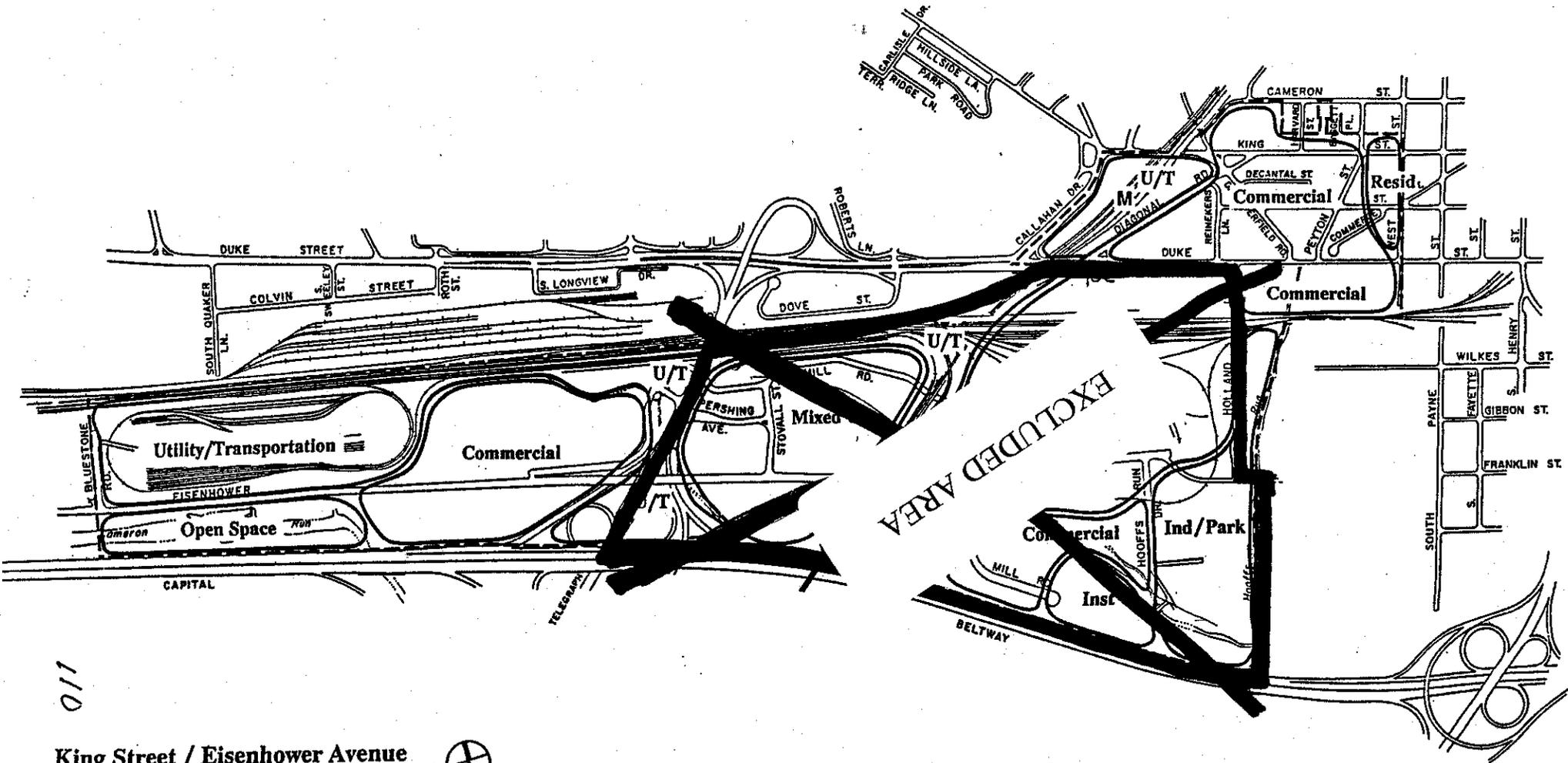
~~A pedestrian system should tie together the various land use elements within the area making all parts of the site convenient and accessible to pedestrians with minimum vehicular conflicts.~~

There would also be strong pedestrian linkages to the King Street and Eisenhower Metro Stations.

Hooff's Run Area

This is an area bounded by the eastern end of Eisenhower Avenue, Mill Road, the Capital Beltway and Hooff's Run. The area includes industrial uses such as warehousing and a concrete mixing plant, the Public Safety Center, the American Trucking Association office building, vacant land and portions of Mill Race and Hooff's Run.

Map 12
Land Use Concept



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King Street / Eisenhower Avenue
Area Plan



~~The concept plan calls for office uses along Mill Road and the retention of industrial uses east of Hooff's Run Drive and furthest from the Metro station and adjacent to the Sanitation Authority for the mid-term future; in 10-15 years the area may be suitable for redevelopment at moderate densities. A portion of this area, focused on the convergence of Mill Race, Hooff's Run and including the flood plain area should be maintained open as park as part of the stream valley system.~~

Eisenhower Avenue Metro Station Area

~~The concept plan indicates high density, mixed use development for the area nearest the Eisenhower Avenue Metro Station and located between Mill Road, Telegraph Road and the Beltway. generally, would be oriented.~~

West of Telegraph Road

This area is furthest from the Metro Station and is located between two major barriers, the S&I Yard and Telegraph Road. The concept plan calls for moderate density commercial office development on the south side of Eisenhower Avenue and a mix of medium density commercial office, retail and hotel uses on the Cameron Center and Foundry tracts located on the north side of Eisenhower Avenue.

Development Guidelines

The land use concept provides a generalized picture of where different land uses should be located within the study area. To further clarify this picture, however, guidelines need to be established to indicate how these land uses should be translated into three dimensional forms and how these forms should be related within the study area and to the City. These guidelines concern height, massing, building orientation, parking, open space and pedestrian movement.

Height

The setting for Valley development is a large, isolated, underdeveloped area located in a stream valley and affected by dominant, large scale elements such as railroad tracks, the Capital Beltway, Telegraph Road, the Metro aerial structure and some large office buildings. Given this setting, large scale buildings may be appropriate and can be accommodated in the area without necessarily negatively impacting other parts of the City.

To say that tall buildings may be acceptable does not mean that any tall building or complex would be appropriate. Building heights and scale need to be sensitive to three factors; the impact on the urban design of the City and the impact on proposed mixed use development in the Valley.

Shooter's Hill is the most prominent natural feature and the George Washington Masonic Temple is the most prominent landmark and important point of orientation in the eastern part of the City. The Temple, sited on Shooter's Hill at a 120 foot elevation, reaches a height of 450 feet and can be seen from almost anywhere within the downtown area and from within the Cameron Valley.

The Cameron Valley is generally at an elevation of 20 to 30 feet. The tallest buildings within the Valley, the Hoffman Buildings, are approximately 160 feet. From a distance, these buildings do not visually block any portion of the Masonic Temple or project beyond the horizon created by Shooter's Hill. In terms of height, buildings in the eastern Cameron Valley ranging up to perhaps 200 feet can be constructed without unduly blocking views of most of the Temple structure.

Very tall buildings, especially if massed together, can effect block views of the Temple and have such a dominant visual effect that they begin to compete with and detract from vistas of the Temple and Shooter's Hill. While a single tower may be fine, if taller buildings are also massive or if taller buildings are clustered together, the result might be more like Crystal City or Rosslyn. Alexandrians will need to determine whether that kind of development conveys an image of Alexandria they like.

The impact on Shooter's Hill is illustrated in Map 13 which is a section of the area looking east showing the relationship between the Masonic Temple, existing Hoffman Buildings, and possible 345 foot buildings located on the Hoffman property. As shown, the large buildings overwhelm the Temple in terms of scale and height and mass. One way to at least mitigate the visual impact of tall buildings on the Temple is to gradually reduce building mass on the upper portions of a building tower.

Not all tall buildings are necessarily inappropriate. Taller buildings can be located and designed to enhance or reinforce views of the Masonic Temple. Taller buildings may be needed to create a landmark and identity for a project. Nevertheless, the impact of tall buildings on the Masonic Temple should be a basic consideration for evaluating the appropriateness of buildings above 150 feet within the eastern portion of the Valley.

The King Street Metro Station Area Height District adopted the principle that there should be a height transition between established, lower scale neighborhoods and commercial development areas. This principle should be applied to the CNS site. Taller buildings should be oriented away from Duke Street, towards the interior and southern portion of the site.

Building heights need to be arranged to create variety; more importantly they need to create a hierarchy which emphasizes landmarks and vistas, provides transitions between buildings and their functions and which differentiates between areas of development.

Parking Location

The King Street Station Area Parking District requires that 75% of the parking in the area be structured unless a special use permit is obtained, and prohibits parking from fronting a street.

The principle that parking should be buried or screened should be generally applied to the entire study area. It is understood that due to soil conditions and expense not all parking can be placed underground. However, surface parking should be minimized; above grade parking should be

located in block interiors screened from public view. In no cases should parking structures or large areas of surface parking front a street. Where possible, larger parking structures should abut physical barriers such as the Beltway, railroad tracks and Telegraph Road, locations which are removed from pedestrian activity.

Open Space/Streetscaping

Development should use and improve the stream valley system found in the eastern portion of the Valley. Cameron and Hooff's Run provide a natural basis for a greenway system. At the western end of the study area, a portion of the land adjacent to Cameron Run should be used as a green way system to provide an upgraded connection to park facilities further west.

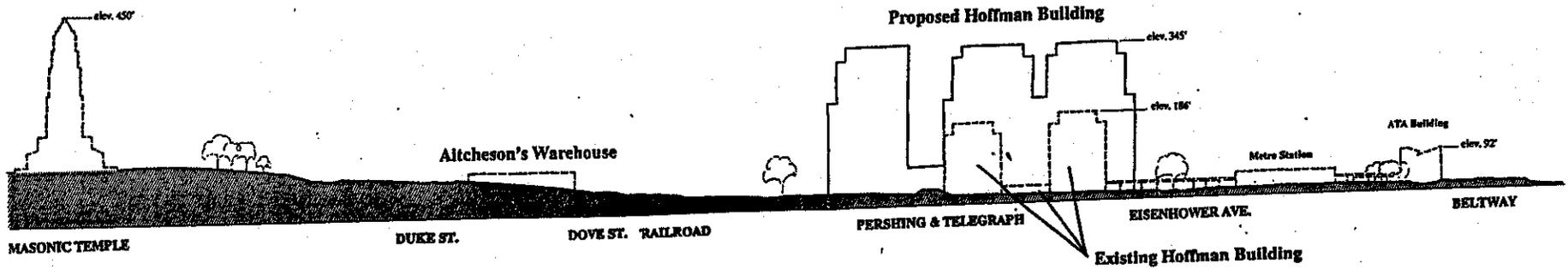
~~To the east, Mill Race should be preserved and improved to link to open space along Hooff's Run. The cemetery and open space along Hooff's Run in the area north of Eisenhower Avenue should be also be maintained as park.~~

In light of the potential impact of Valley development on the City's recreational facilities, the City should consider whether additional land within the Valley should be designated for acquisition. The anticipated level of development in the Eisenhower area will put tremendous demand on recreational facilities and there are limited opportunities for land acquisition elsewhere in the City.

Part of any open space system in an urban area is streets. To complement the stream valley concept, the eastern portion of the Valley needs a system of streets and a strong streetscaping program. The focal point for streetscaping should be Eisenhower Avenue. This Avenue should be developed as an urban boulevard with a treed median and planting areas. Streetscape standards and development controls should be developed regarding setbacks and building orientation to ensure consistent and continuous development pattern along the Eisenhower Avenue.

Map 13

Height Impacts



Valley Looking East

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Pedestrian System

Development within the study area should be pedestrian oriented and should allow a safe and convenient walk to each of the Metro Stations and to the various development projects within the study area.

Especially in the King Street Metro Area, which is near downtown, near existing neighborhoods and near transit, special care should be given to the needs of pedestrians. Intersections should be designed to prohibit continuous, unimpeded right turn movements at intersections. These free right turns make it difficult for pedestrians to safely cross streets in the area.

One way to redress the problem of continuous right turns is to redesign intersections such as at King/Diagonal and Duke/Holland so that right turning traffic has to stop at the intersection with the traffic light to allow pedestrians to cross. Stop sights or red right turn signals could also be used. This latter type of signal control will be employed for the Duke Street/Henry Street intersection and the Holland Lane/Duke Street intersection.

In addition to intersection redesign, other improvements are needed to make transit facilities more accessible to pedestrians with fewer conflicts with cars.

One improvement which should be implemented is to extend the pedestrian tunnel from the Amtrak Station to the Metro Station mezzanine area (Map 14). This connection was recommended in the 1978 King Street Metro Station Area Plan and was planned as part of the Metro Station design. The tunnel would serve Commuter Rail passengers and Rosemont residents destined to Metro.

Another improvement which should be considered is to provide a second access point to the Metro platform. The King Street Metro Station provides only a single point of access through the fare gates, up the escalators and onto the platform. This forces most transit patrons from Rosemont to have to cross King Street, and sometimes Commonwealth Avenue, to access the station.

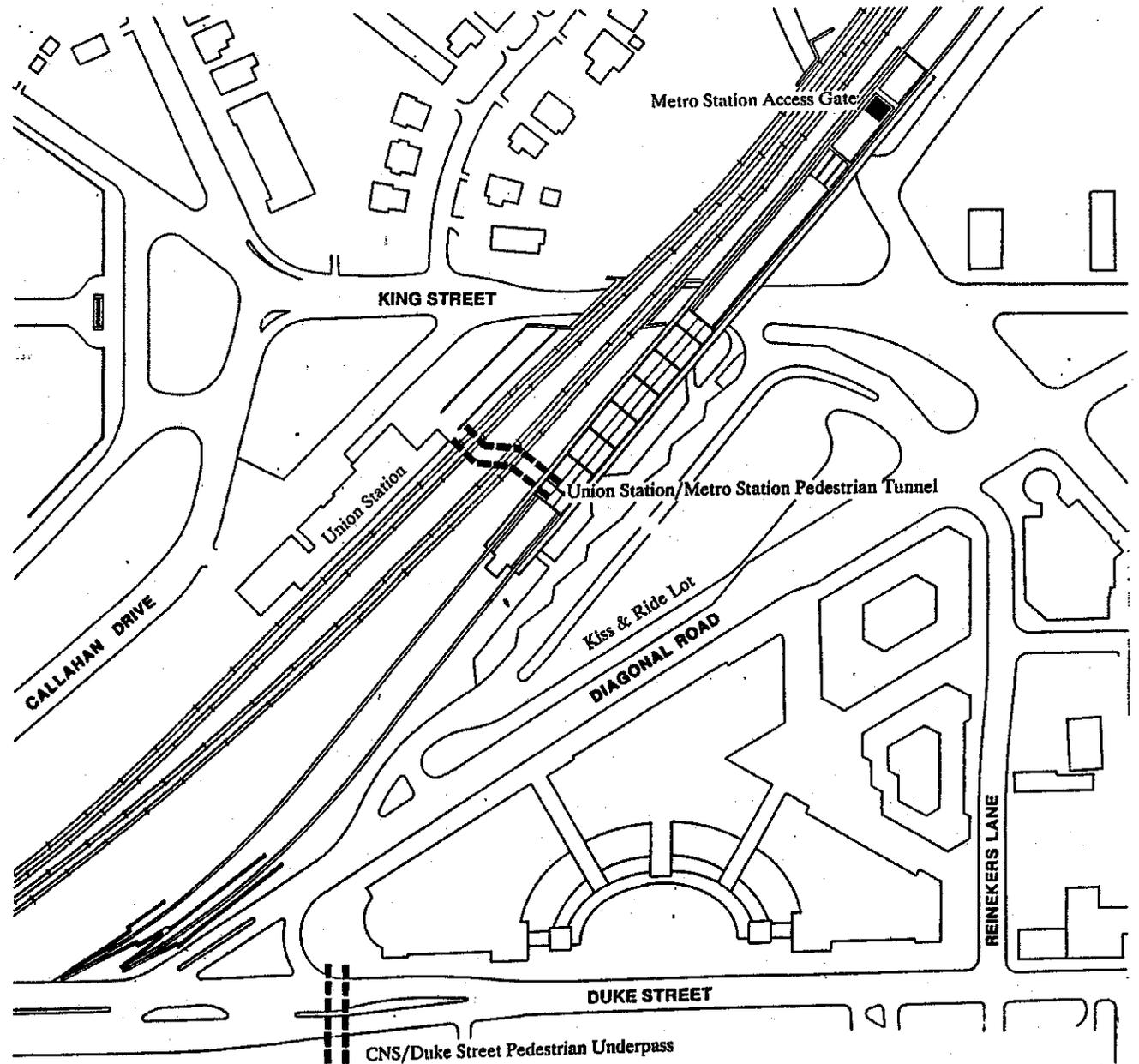
If the King Street Metro Station platform were extended over King Street and a second set of fare gates and escalators were installed near Commonwealth Avenue, many transit users could then access the station without crossing King Street.

A third pedestrian improvement may be necessitated by the development of the Carr/Norfolk Southern site. The proposed development envisions some 19,000 workers and some 4,000 residents. To access the King Street Metro Station, pedestrians will have to cross a five lane Duke Street. Because of the potential conflicts between heavy pedestrian and vehicular movements affecting Duke Street it may be necessary to construct a tunnel underneath Duke Street to provide access to the King Street Metro Station from the CNS project. The conditions of the CNS project require that such a tunnel be built if the Director of T & ES determines that the facility is needed.

All of these improvements are desirable; however they are all likely to be expensive. WMATA estimates that the tunnel connection could cost between \$.9 million and \$1.7 million plus the possible cost of an elevator for handicapped accessibility. According to WMATA, each additional entrance to a transit station will require a mezzanine with farecard machines, turnstiles and a manned kiosk plus an elevator would be required for handicapped people. This may mean that providing an additional entrance to the King Street Station could cost \$3 to \$4 million. The pedestrian tunnel under Duke Street also will be costly, but CNS will be responsible for that improvement.

~~In comparison, pedestrian access to the Eisenhower Avenue Metro Station is relatively convenient requiring fewer streets to cross. The station can be easily accessed from both the east and west sides of the mezzanine.~~

Proposed Pedestrian Connections



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~~The accessibility of the station, the fact that private property directly abuts the station platform on both sides, creates opportunities to make the station accessible not only at grade level but also at the platform level. Through an air rights development arrangement it may be possible to envelop the platform area within a private building and to provide direct access to the station at the platform level. It may also be possible to extend the platform northward past Eisenhower Avenue and to provide above grade access to the platform from north of Eisenhower Avenue. This improvement would allow patrons to access the station without crossing Eisenhower Avenue.~~

~~In addition to expanding pedestrian access points at the station, consideration needs to be given towards insuring that there will be well-defined pedestrian pathways to the station from the various development sites. These pathways would include the street system, internal walkways, paths alongside the Metro rail structure and above grade connections between buildings and the Metro platform.~~

PUBLIC POLICY

City land use policy has consistently focused on the King/Eisenhower area as a potential growth area where development was anticipated and was to be encouraged. It was believed that the location of the metro stations would be the key factor stimulating this development. In fact, the Eisenhower metro station was originally to be located on the Springfield/Franconia line but was relocated to its present site to realize development sooner.

Although the two metro areas were slated for growth, Council was well aware of the locational differences between the two station areas.

King Street Metro

The King Street Metro Station area was located near single family residential areas and an historic district. Development was to be encouraged but also was to be contained to protect nearby residential neighborhoods.

The Plan reflected both objectives. The plan identified the area designated for redevelopment. These boundaries excluded the area west of the railroad tracks (Rosemont) and the residential areas along Harvard and N. Peyton Street.

The Plan established a preservation area which included the area between Peyton and West streets. These streets contained a mix of low scale residential and commercial uses, some in historic buildings. The intent was to further emphasize that this area was not to be slated for redevelopment.

Within the development area the Plan delineated a transitional area where heights and densities would be moderated in consideration of maintaining a development scale compatible with the preservation area. Finally, the Plan called for more intense development nearer the Metro station.

Although the King Street station area plan encouraged development around the Metro station, the Plan recommended downzoning the properties within the designated development area. The Plan called for heights to be reduced from 150 feet to 77 feet and for the FAR for commercial development to be reduced from 6.0 to 3.0. The recommended height reduction was directly related to consideration of the impact of 150 foot buildings on the Masonic Temple and on adjacent residential neighborhoods.

The zoning actions which were enacted after Plan adoption were intended to insure that the development area not overwhelm low scale development in the surrounding neighborhoods yet still allow sufficient densities to encourage development. In fact, to further encourage development and Metro ridership, the City recommended reductions in required parking which allowed several of the larger developments to reach a 3.0 FAR. This strategy was basically accepted by the development community and by the neighborhoods.

Eisenhower Avenue Metro

Public policy regarding development and zoning around the Eisenhower Avenue station was focused on encouraging mixed use development. Because of the area's relative isolation from nearby residential areas, there was little apparent reason to constrain development envelopes or heights. Development rights in the M-3 zone, a zone specially designed for the parcels around the Eisenhower Station, included a 3.5 FAR by right with up to a 6.0 FAR with a 25% residential component in the project. The height allowance was up to 345 feet with a Special Use Permit. The M-3 zoning was applicable to most of the land situated within 1500 feet of the metro station.

Although the M-3 zoning adopted by the City allowed generous densities, the City was aware that there were constraints to development; namely, the lack of roadway connections to Cameron Valley development sites limiting the area's accessibility.

City Council, whether intended or unintended, never tailored the zoning to traffic carrying capacity. Instead, the M-3 zone was created which allowed up to 6.0 FAR with a special use permit. The City also left intact the industrial zoning and the CO zone. The industrial zoning allowed up to a 5.75 FAR with a planned unit development special use permit; the CO zone allowed up to a 4.0 FAR with a special use permit. Although these higher densities were achievable only with public review, it is important to remember that the by-right zoning in the eastern portion of the Valley allowed 26 million square feet of office development without public review.

ISSUES

The issues addressed in the King/Eisenhower Small Area Plan involve three basic questions;

- * to what extent does City Council wish to use zoning to control development so that it bears a more reasonable relation to the ability of the road system to accommodate it.
- * to what extent is the City willing to improve the road system to accommodate development
- * to what extent does the City wish to encourage mixed use development in the Valley.

GOALS AND
RECOMMENDATIONS

GOALS AND OBJECTIVES

The primary goals are:

- * to create lively, mixed use office, retail, residential and hotel development supported by open space, recreational, entertainment and cultural amenities
- *to ensure that adequate transportation facilities are available to support development and to minimize traffic impact to neighborhoods
- *to ensure that development protects and enhances the character of the City, its landmarks and its neighborhoods

To further these goals Plan objectives are:

Land Use

- *to encourage quality, high density mixed use development, ~~near the Eisenhower Avenue and King Street Metro Station areas~~
- *to reduce development densities in areas where mixed use is not suitable and where sites are not within convenient walking distance of a metro station
- *to strengthen and to enhance the stream valley open space and trail system within the study area and to connect this system to other parts of the City
- *to create new opportunities for passive and active outdoor recreational facilities
- *City owned properties should be operated in such a way as to minimize emissions of odors, dust, dirt, trash, and other noxious matter, and should present a clean and neat exterior appearance.
- *When City owned properties are made available for reuse, give consideration to using th for park.

Development/Design

- *to encourage a system of streets and blocks which provides an urban framework for area development
- *to establish an urban design character for Eisenhower Avenue as a major urban boulevard
- *to encourage a variety of building heights in the development area compatible with City landmarks and vistas

Transportation

*to make the levels and pace of development contingent upon the availability of transportation facilities to accommodate additional traffic or upon stringent TMP measures to reduce single occupant vehicles

*to improve access to the Valley by providing new road connections from I-95

*to improve transit facilities serving the area

*to reduce Single Occupant Vehicle use through rigorous Transportation Management Plans in conjunction with development within the study area

*to provide safe, convenient pedestrian bicycle access to Metro

*Streets should be people-friendly, with usable pedestrian and bicycle paths the length of Eisenhower Avenue, and human scale signage, lighting and street furniture.

*Public transit should continue to be emphasized, linkages should be provided to transit opportunities from the major development projects.

LAND USE RECOMMENDATIONS

The intent of the land use recommendations is to update the Master Plan and, more specifically, to amend the Adopted Long Range Land Use Map.

The current land use plan for the King Street/Eisenhower Avenue area is shown on Map 15. The proposed land use plan is shown on Map 16. Map 17 indicates the proposed changes to the land use plan.

The existing land use plan is derived from the Adopted 1974 Comprehensive Plan and the Adopted 1978 King Street Station Area Plan. The latter document recommended a higher density, mixed use development area closest to the Metro station, a transitional mixed use development area to buffer adjacent lower scale commercial and residential areas, a preservation area within the Old and Historic Alexandria District and a commercial development area on the south side of Duke Street.

For the Valley subarea, the 1974 Plan called for industrial use of what is now the CNS site, commercial uses for the Hooff's Run area and mixed use for the areas adjacent to the Eisenhower Avenue Metro Station and west of Telegraph Road.

The major proposed change to the current land use plan is to phase out most of the industrial use called for in the 1974 Plan, and to replace it with higher density mixed use development and moderate density office. Because of its accessibility to highway and transit, the area is more appropriate for higher densities of mixed office and residential development.

The proposed land use plan is based on the principle that a mixed use approach is essential to provide a balanced and efficient use of transportation resources, to help mitigate traffic impacts caused by office development and to create a vibrant development area in the Cameron Run Valley.

The list of proposed land use changes is as follows:

1. From Mixed Use to Utility/Transportation

This site includes the Metro Service and Inspection Yard and a Metro building on Mill Road housing administrative offices and training facilities.

2. From Mixed Use to Park

This is Cameron Run which is not suitable for development and which should be recognized as part of the stream valley open space system within the City.

3. From Mixed Use to Coordinated Development District (CDD)

These sites include the Cameron Center and the Foundry Site which combined totals 30 acres. Although these sites are not within convenient walking distance to the Eisenhower Avenue Metro Station, and are impacted by proximity to Telegraph Road to the east, railroad tracks to the north and by the Metro Service and Inspection Yard to the West, there is sufficient land available to create an environment suitable for coordinated mixed use development, including residential and hotel uses.

3a. From Mixed Use to Office Commercial Medium - 100

This is the Alexandria Tech Center which is being developed for low scale office uses at moderate densities within an office park setting.

4. From No Designation and Mixed Use to Utility/Transportation

This is the Telegraph Road right of way including ramps and lands encompassed and adjacent to the ramp system.

5. From No Designation to Utility/Transportation This is the Virginia Power Substation.

6. From Industrial to Utility/Transportation

This property includes the Metro and the Norfolk Southern tracks.

7. From Industrial to OCM Office Commercial Medium-100

7a. From Industrial to OCH Office Commercial High

These properties are located on the north side of Mill Road and include the Eisenhower Plaza office site, vacant Metro owned property and the City's Homeless Shelter and Substance Abuse Center.

~~These narrow sites, squeezed between Mill Road and railroad tracks and cut off from the Hoffman properties have limited development potential. One of the purposes of realigning Mill Road is to allow the Eisenhower Plaza site to be contiguous with the Hoffman development area and developed in conjunction with the Hoffman site; in that case, some or all of the properties could be included within the Hoffman CDD if requested. Because of site constraints, the Metro property will be limited to low scale commercial use which would be compatible with the City's new Substance Abuse Center.~~

8. From Mixed Use to Coordinated Development District (CDD)

~~These properties, mainly owned by Hubert Hoffman, are conveniently located within easy walking distance to the Eisenhower Avenue Metro Station. The intent of the CDD land use designation is to encourage coordinated mixed use development, consistent with adopted design guidelines, near the transit station.~~

9. From Mixed Use to Utility Transportation

This is the Eisenhower Avenue Metro Station.

~~10&11. From Mixed Use and Commercial to Office Commercial Medium-100~~

~~These properties include the American Trucking Association Building and a vacant, approximately eight acre parcel located on the east side of Mill Road and next to the Public Safety Center. The OCM designation allows commercial office development at medium densities.~~

12. From Commercial to Park

This land consists of Mill Race which is owned by the City up to Hooff's Run Drive. This site should be designated as park and improved as part of the Cameron Run valley open space system.

~~13. From Commercial to Institutional~~

~~This is the Public Safety Facility including the Police Headquarters and the City Detention Center.~~

~~14. From Commercial to Office Commercial Medium-100~~

~~This is an approximately 15 acre property located between Hooff's Run Drive, the Beltway, Hooff's Run and Eisenhower Avenue. The site contains a Go-Cart facility and a concrete mixing plant. The property is effectively boxed into a corner of the Valley, and, in terms of development potential, is negatively affected by proximity to the Sanitation Authority facility, Hooff's Run, Mill Race and the Beltway. The site has limited access and is located beyond convenient walking distance of the Metro Station.~~

~~15,16. From Industrial and Commercial to Coordinated Development District (CDD)~~

~~This area includes the CNS site and abutting property along Duke Street. The intent of the CNS Coordinated Development District is to promote quality, higher density mixed use development on a site easily accessible to two Metro stations.~~

~~15a. From Industrial to OCM - 100~~

~~City Council designated this OCM-100.~~

18. From Commercial to Office Commercial Medium-100

This area includes the properties located on the south side of Duke Street between Holland Lane and West Street. The intent of the OCM designation is to create a transition from higher density office/commercial development (OCH) to the west to lower density commercial development (OC) to the east.

19. From "Preservation Area" to Commercial Downtown

This area includes a mix of mostly commercial uses with some residential uses along West Street, Prince and Commerce Street and is protected by the Old and Historic Alexandria District. The CD designation allows a mix of uses and is designed for the mostly built up historic area of the City.

20. From Transitional Mixed Use to Office Commercial High

In the King Street Station Area Plan, this area was designated to provide a transition between the higher scale buildings across from the Metro Station and the lower scale residential and commercial buildings towards Old Town and towards the Harvard and North Peyton Street residences. Most of this area has been developed or is in the process of full site development. For the most part, the scale transition has been achieved.

The OCH designation recognizes the commercial office development which has occurred since the 1978 Plan and the proximity of the area to the Metro station. The OCH designation as applied to the zoning of this area should include a requirement for retail uses along the King Street corridor in conjunction with higher density development or redevelopment. High density residential is also an acceptable use in this area.

21. From Transitional Mixed Use to Park

This is the "gateway property" located between Daingerfield Road, King Street and Diagonal Road. The City is in the process of completing the acquisition of this property for a park.

22. From Mixed Use to Office Commercial High

This area is a triangle formed by Diagonal Road, Daingerfield Road and Duke Street. The western portion of the area contains the King Street Station Project and is in the process of building out at a high density with a mix of office, retail and hotel uses. Development on the remainder of the area is at a lower scale and is more fragmented. The OCH designation is appropriate for sites within close proximity of the transit station.

23. From Mixed Use and No Designation to Utility/ Transportation

This area includes the Metro Station, the Metro parking area, the Amtrak station and parking lot, the RF&P railroad tracks and other vacant land east of Callahan Drive.

24. From Commercial to Utility/Transportation

This is a piece of railroad trackage and the Metro substation which are appropriately designated U/T.

25. From OCM-100 to OCM-50

Adopted Land Use Plans 1974 Master Plan

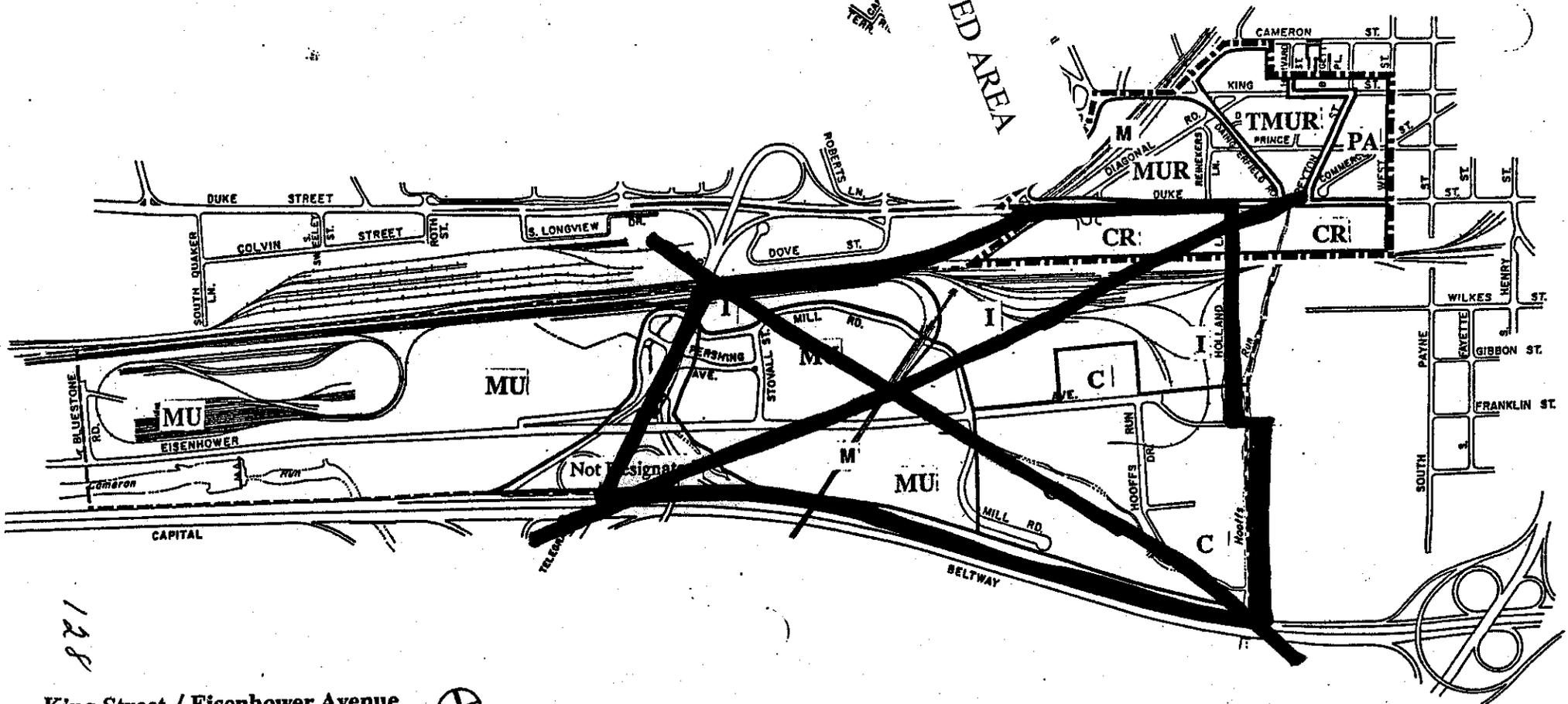
- RL Residential Low
- RM Residential Medium
- RH Residential High
- R Recreation And Open Space
- INST Institutional
- C Commercial
- MU Mixed Use
- I Industrial

1978 King Street Area Plan

 The area within the dashed line is covered by this 1978 amendment to the Master Plan

- PA Preservation Area
- TMUR Transitional Mixed Use Redevelopment
- MUR Mixed Use Redevelopment
- CR Commercial Redevelopment
- MU Mixed Use

EXCLUDED AREA



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King Street / Eisenhower Avenue Area Plan

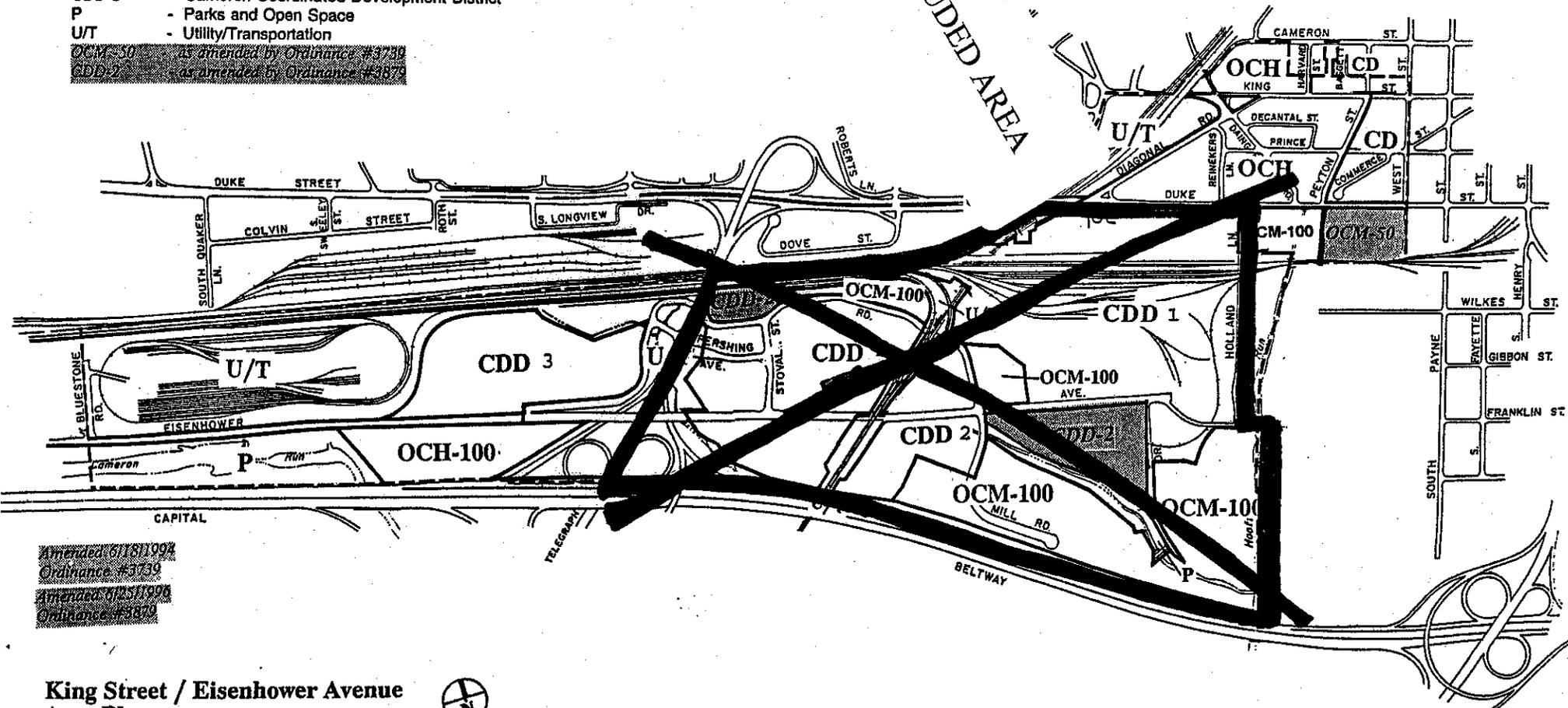


PROPOSED LAND USE

- RM - Residential Medium
- RD - Residential High
- OC - Office Commercial
- CD - Commercial Downtown
- OCM-50 - Office Commercial Medium - 50' height
- OCM-100 - Office Commercial Medium - 100' height
- OCH - Office Commercial High
- CDD-1 - Duke Street Coordinated Development District
- CDD-2 - Eisenhower Avenue Coordinated Development District
- CDD-3 - Cameron Coordinated Development District
- P - Parks and Open Space
- U/T - Utility/Transportation

~~OCM-50 as amended by Ordinance #3739~~
~~CDD-2 as amended by Ordinance #3872~~

EXCLUDED AREA



~~Amended 6/18/1992
 Ordinance #3739
 Amended 6/23/1992
 Ordinance #3872~~

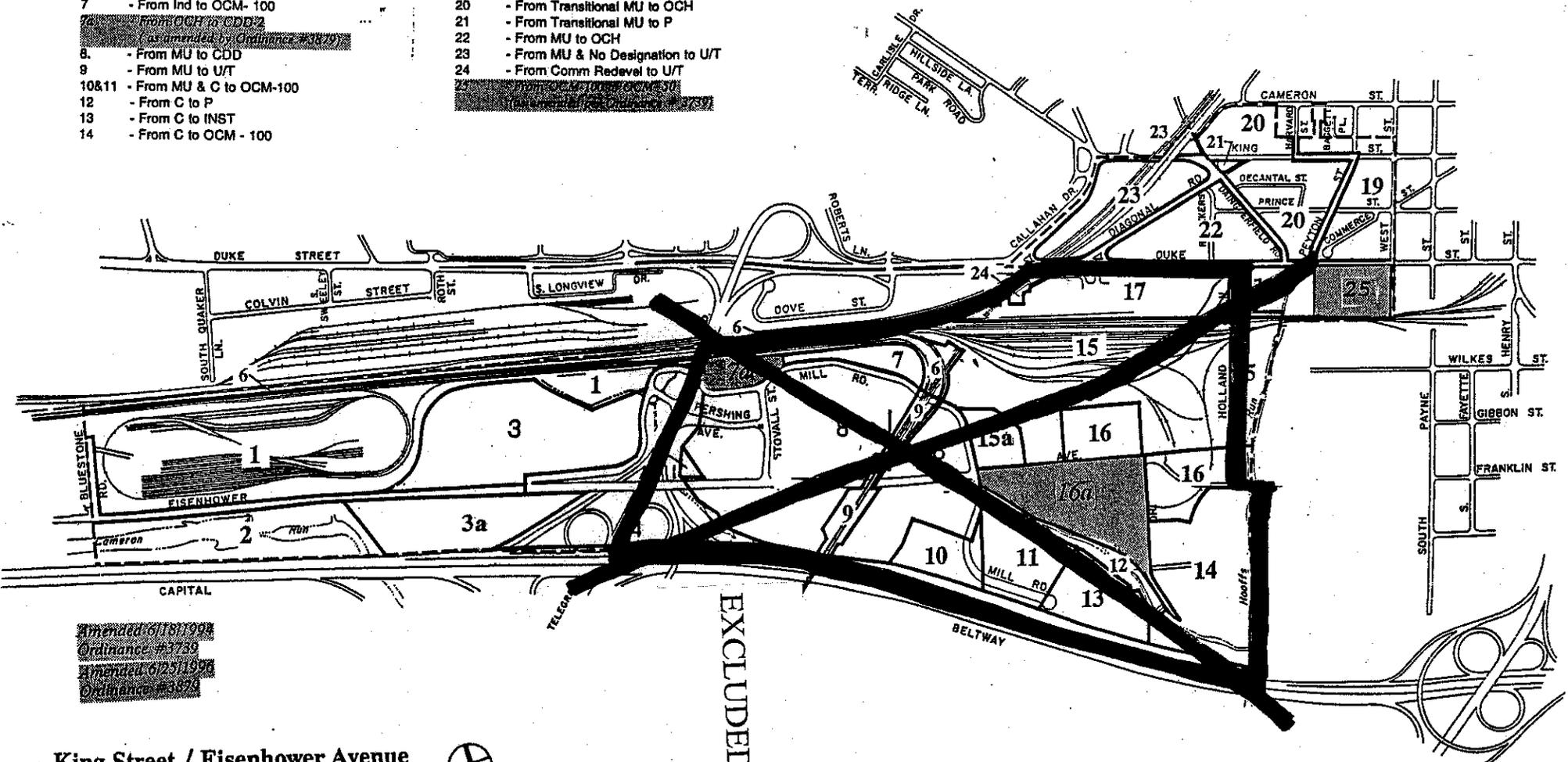


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Map 17

LAND USE CHANGES

- | | | | |
|-------|--|-------|------------------------------------|
| 1. | - From MU to U/T | 15,16 | |
| 2. | - From MU to P | &17 | - From Ind, C & Comm Redevel to CD |
| 3 | - From MU to CDD | | |
| 3a | - From CO to OCM-100 | | |
| 4&5 | - From No Designation and MU to U/T | | |
| 6 | - From Ind to U/T | 18 | - From Comm Redevel to OCM-100 |
| 7 | - From Ind to OCM- 100 | 19 | - From Preservation Area to CD |
| | From OCH to CDD | 20 | - From Transitional MU to OCH |
| | as amended by Ordinance #3179 | 21 | - From Transitional MU to P |
| 8. | - From MU to CDD | 22 | - From MU to OCH |
| 9 | - From MU to U/T | 23 | - From MU & No Designation to U/T |
| 10&11 | - From MU & C to OCM-100 | 24 | - From Comm Redevel to U/T |
| 12 | - From C to P | | |
| 13 | - From C to INST | | |
| 14 | - From C to OCM - 100 | | |



Amended 6/18/90
 Ordinance #3739
 Amended 6/25/1996
 Ordinance #3874

EXCLUDED AREA

King Street / Eisenhower Avenue
 Area Plan

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ZONING RECOMMENDATIONS

The zoning recommendations are intended to implement the proposed land use plan. Existing zoning is shown on Map 18 . The proposed zoning is shown on Map 19. The proposed zoning changes are shown on Map 20.

Rationale

Current zoning in the study area is heavily biased toward high density office development and allows by right some 26 million square feet of office use. Market and transportation analyses, prepared for the City, clearly show that this amount of office development far exceeds what the market could absorb within the entire City for several decades and far exceeds the 8 to 10 million square feet of office that could be supported by even a vastly improved road system.

Office developments generate intense rush hour traffic in a peak direction, place enormous pressure on existing road systems and cause inefficient use of transportation resources and dollars. Metro oriented mixed use development, however, reduces overall peak travel demand, results in more balanced directional use of streets and more efficient use of highway and transit facilities. Mixed use also creates the opportunity for quality development, for lively urban environments and for living close to work and to shopping.

For these reasons, the proposed zoning provides incentives for mixed use development near transit and limits densities for strictly commercial developments particularly on sites relatively distant from a transit station.

The proposed zoning creates ~~three~~ a Coordinated Development District zones: to include the CNS area, the area near the Eisenhower Avenue Metro Station, and the Cameron Center/Foundry site. The zones are is structured to limit by right development levels and building heights and to allow density and height incentives with mixed use development under a discretionary review process. Each CDD is guided by a set of land use and design principles, conformance to which becomes a prerequisite to development approval under the discretionary review process. Owners with parcels zoned CDD do have the right to proceed with development of their sites under the lower by-right provisions contained in the CDD zone, if they wish.

The discretionary review process under the CDD zone would require the applicant to obtain concept approval for all or a portion of the CDD zoned area. Development could then proceed in accordance with the approved concept plan as a single or multi-year phased project.

This procedure allows the City to fully evaluate the implications of possible buildout of a large development site. It allows the developer of a large site to obtain City approval at a concept level before large sums of money are needed to be expended on detailed plans for an entire project. By setting forth City objectives and design guidelines for each CDD, a developer can better gauge, upfront, what is needed to obtain City approval.

For the King Street Metro subarea, the new zone, OCH, would allow office development up to a 2.0 FAR but would require discretionary review to exceed this density up to a 3.0 FAR. The intent is to ensure that higher density developments conform to specific land use goals contained in the Plan for retail uses along designated streets and for residential uses as part of a mixed use project.

For smaller parcels, less than 15,000 sq. ft. as currently subdivided, all or a portion of which are within 1,000 feet of the King Street Metro Station and where the retail uses are not specifically called for in the plan, a 3.0 FAR should be allowed by right.

Proposed Zoning Changes

The zoning changes are listed below. An explanation of the specific recommendations for those properties designated CDD, including by right zoning and development and design guidelines, follows the list.

1. From I-2 Industrial to U/T Utility/Transportation

This is the Metro Service and Inspection Yard at Eisenhower Avenue and Bluestone Road, the Metro Administrative/Training building on Mill Road and the RF&P railroad tracks.

2. From CO Commercial to U/T Utility/Transportation

This area includes a railroad trackage and a piece of the S&I Yards.

3. From I-2 industrial to Park

These sites are part of Cameron Run.

4. From CO Commercial to Park

This site is part of Cameron Run.

5. From CO to Office Commercial Medium - 100

This is the Alexandria Tech Center Property which has been developed largely for low scale office use.

6. From CO Commercial to Coordinated Development District (COD)

This site includes the Cameron Center and Foundry properties and is recommended for a Coordinated Development District to encourage planned mixed use development. The intent is to limit the amount of office by right and to allow additional densities only with mixed use development subject to design guidelines.

7. From I-2 Industrial to U/T Utility/Transportation

This is the Telegraph Road Interchange and Virginia Power substation.

~~8. From I-2 Industrial to Coordinated Development District (CDD)~~

~~This is a piece of vacant property which should be incorporated within the overall development of the area.~~

~~9. From M-3 Commercial to Coordinated Development District (CDD)~~

~~These sites include the Hoffman properties and other properties along Mill Road. These properties are recommended for high density mixed use development under the special provisions of a CDD zone tailored for this area.~~

~~10. From I-2 to OCM Office Commercial Medium-100~~

~~10a. From I-2 to OCH Office Commercial High~~

~~This is the Eisenhower Plaza site, vacant Metro land and the City's Homeless Shelter and Substance Abuse Center. This zoning is appropriate because of the proximity of these sites to the Metro Station. Although designated for office use it is likely that the City property will remain under its current use as a substance abuse center and homeless shelter. The Metro property, constrained by its size, is likely to be developed for low scale commercial use. If Mill Road is realigned, the Eisenhower Plaza site adjacent to Telegraph Road should be included in the Eisenhower Station CDD.~~

~~11. From I-2 to Coordinated Development District (CDD)~~

~~This is the Mill Race site which should be integrated into an overall development plan for the area.~~

~~12. From I-1 to Coordinated Development District (CDD)~~

~~This is the Lindsey site which should be developed as part of a coordinated development plan.~~

~~13. From M-3 Commercial to U/T Utility/Transportation~~

~~This is the Eisenhower Avenue Metro Station.~~

~~14. From C-2 Commercial to U/T Utility Transportation~~

~~This is a sliver of land owned by Metro and located next to the Eisenhower Avenue Metro Station.~~

~~15. From M-3 Commercial to Coordinated Development District (CDD)~~

~~These are slivers of land along the south side of Eisenhower Avenue which are privately owned but unbuildable. The intent is to seek easements or gifts to incorporate this land into the Mill Race trailway. Some of this land may also be needed to widen Eisenhower Avenue.~~

~~16. From CO Commercial to Coordinated Development District (CDD)~~

~~This vacant property is recommended for incorporation into the Eisenhower Avenue Metro Station CDD development area.~~

~~17. From CO Commercial to OCM Office Commercial Medium-100~~

~~This is a vacant parcel located on Mill Road and the American Trucking Association property. The intent of the zoning is to allow medium density office and commercial development.~~

~~18. From I-2 Industrial to OCM Office Commercial Medium-100~~

~~This is the Public Safety Center. Since there is no institutional zone being recommended in the zoning code the OCM designation would best fit this site.~~

~~19. From I-2 Industrial to Park~~

~~This zoning change pertains only to those portions of Mill Race owned by the City.~~

20. From I-2 to Office Commercial Medium-100 (OCM-100)

This area includes the Go-Cart site, Virginia Concrete and a parcel owned by the Sanitation Authority. Since this site has limited accessibility and, relative to other sites east of Telegraph Road, is located furthest from Metro, higher density office is not viewed as suitable for this area. It may be appropriate to consider these sites for a Coordinated Development District in the future when access to the area is improved and if the various owners could work together on a joint plan.

21a. From I-2 to Office Commercial Medium-100 (OCM-100)

City Council designated this parcel OCM-100.

21-24. From I-2, I-1 Industrial and From M-1 Commercial to Coordinated Development District (CDD)

These sites consist primarily of the CNS property but also include the Dart Drug Center on Duke Street. The intent is to encourage coordinated, higher density mixed use development focused on the CNS site but including all contiguous properties which, if redeveloped, should be designated in relationship to the CNS development.

25. From C-3 Commercial to Park

This is the "gateway" park site which the City will be acquiring for park use.

26. From C-3-Commercial to OCH Office Commercial High

This area includes all of the C-3 zoned parcels in the King Street Metro Station area west of Peyton Street. The Office Commercial High zone would allow a variety of commercial and residential uses. The FAR proposed is 2.0 with up to 3.0 with a Special Use Permit. The Special Use Permit requirement allows the City the ability to encourage ground floor retail, especially along King Street. High residential densities are also appropriate and to be encouraged.

27. From I-1 Industrial to OCM Office Commercial Medium-100

This area is located on the south side of Duke Street between Holland Lane and West Street. The intent is to create a transition in building densities between the Metro Station area and the Old Town area further east and north.

28. From I-2 Industrial to OCM Office Commercial Medium-100

This area includes non-operating railroad owned property located between properties fronting Duke Street and the Norfolk/Southern Corporation railroad tracks.

29. From C-3 Commercial to CD Commercial Downtown

This area includes all C-3 zoned parcels between Peyton Street and West Street. The CD zone is designed for the Old and Historic Alexandria District and Central Business districts and is similar to the C-3 zone.

30. From I-1 Industrial to U/T Utility/Transportation

This is the King Street Metro Station, parking lot and substation.

31. From R-5 Residential to U/T Utility/Transportation

This is the RF& P owned Amtrak Station, parking lot, rail trackage and other vacant land east of Callahan Drive.

32. From 1-1 Industrial to U/T Utility/Transportation

This is a metro sub-station and trackage.

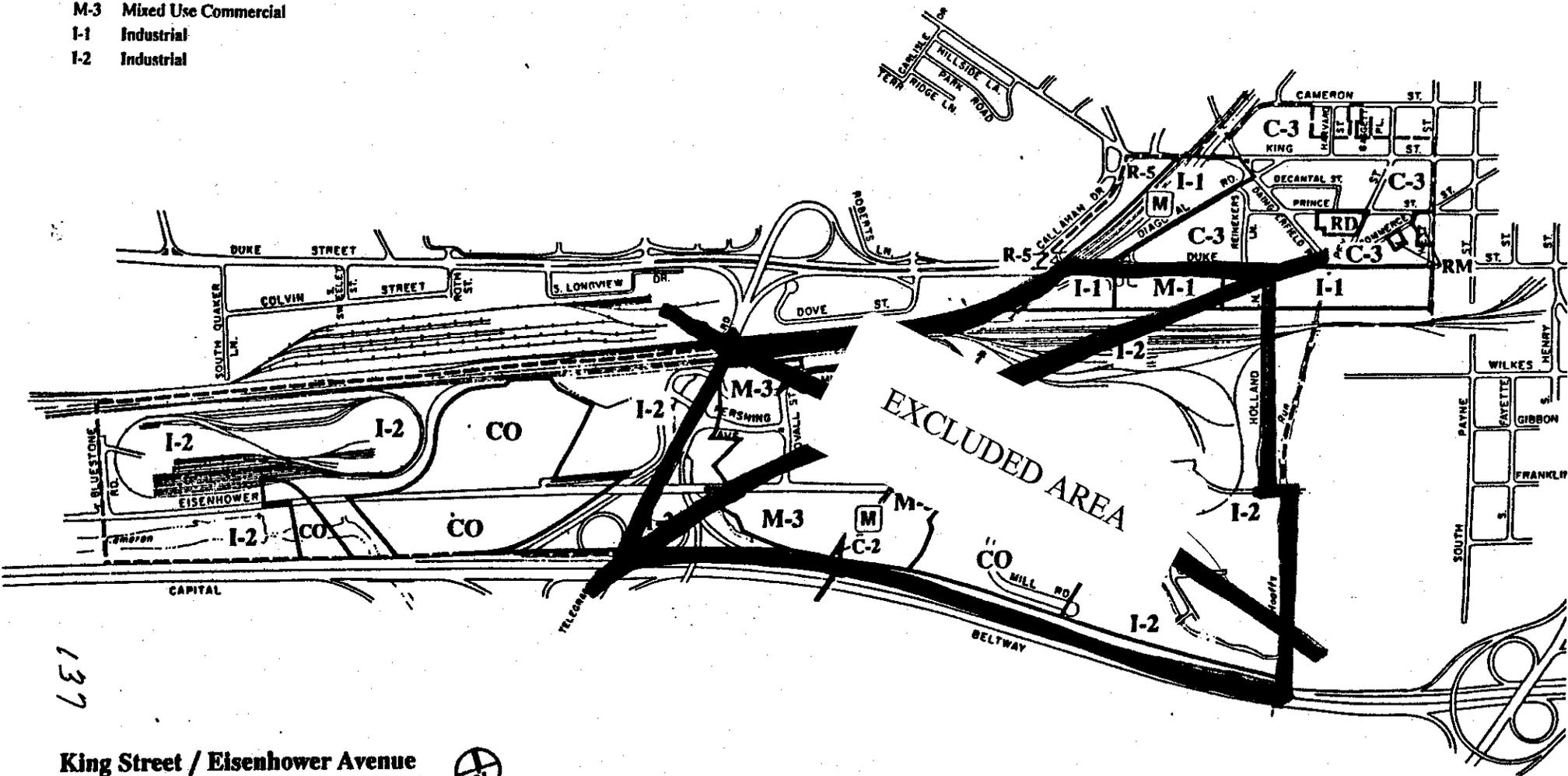
33. From OCM-100 to OCM-50

34. From CDD-1 to CDD-2 Eisenhower Avenue Coordinated Development District

Map 18

Existing Zoning

- R-5 Residential Single Family
- RM Residential Multi-Family
- RD Residential Multi-Family
- C-2 Commercial
- C-3 Commercial
- CO Mixed Use Commercial
- M-1 Mixed Use Commercial
- M-3 Mixed Use Commercial
- I-1 Industrial
- I-2 Industrial



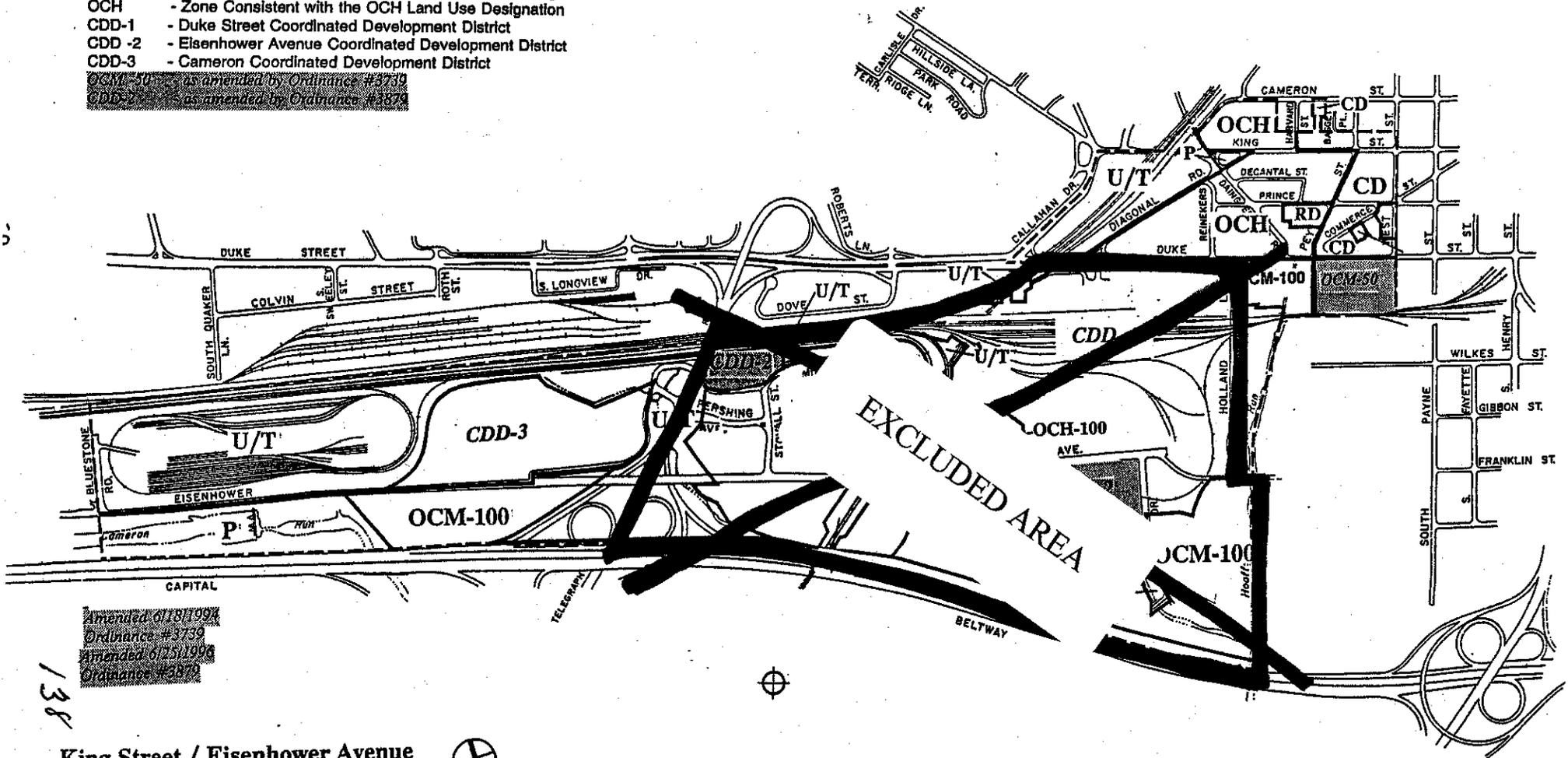
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PROPOSED ZONING

- RM - Residential Medium
- RD - Residential High
- OC - Zone consistent with the OC Land Use Designation
- CD - Zone consistent with the CD Land Use Designation
- OCM-50 - Zone Consistent with the OCM -50 Land Use Designation
- OCM -100 - Zone Consistent with the OCM-100 Land Use Designation
- OCH - Zone Consistent with the OCH Land Use Designation
- CDD-1 - Duke Street Coordinated Development District
- CDD -2 - Eisenhower Avenue Coordinated Development District
- CDD-3 - Cameron Coordinated Development District

~~OCM-50 as amended by Ordinance #3739~~
~~CDD-2 as amended by Ordinance #3874~~



~~Amended 6/18/1994~~
~~Ordinance #3739~~
~~Amended 6/25/1996~~
~~Ordinance #3874~~

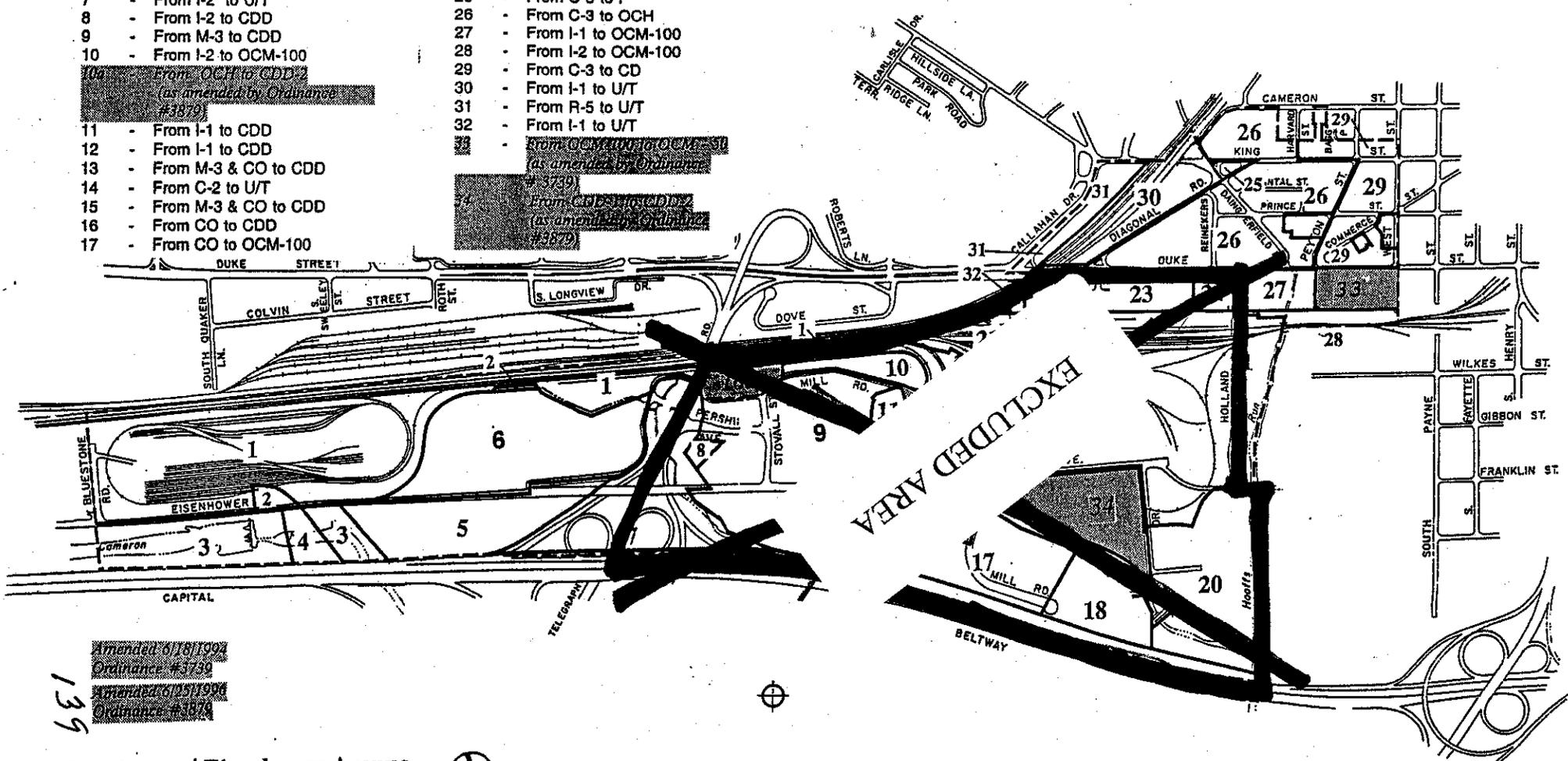
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Map 20

Zoning Changes

- 1 - From I-2 to U/T
- 2 - From CO to U/T
- 3 - From I-2 to P
- 4 - From CO to P
- 5 - From CO to OCM-100
- 6 - From CO & I-2 to CDD
- 7 - From I-2 to U/T
- 8 - From I-2 to CDD
- 9 - From M-3 to CDD
- 10 - From I-2 to OCM-100
- 10a - From OCM-100 to CDD
(as amended by Ordinance #3879)
- 11 - From I-1 to CDD
- 12 - From I-1 to CDD
- 13 - From M-3 & CO to CDD
- 14 - From C-2 to U/T
- 15 - From M-3 & CO to CDD
- 16 - From CO to CDD
- 17 - From CO to OCM-100
- 18 - From I-2 to OCM-100
- 19 - From I-2 to P
- 20 - From I-2 to OCM-100
- 21 - From I-2 to CDD
- 21a - From I-2 to OCM-100
- 23 - From I-1 to CDD
- 24 - From I-1 to CDD
- 25 - From C-3 to P
- 26 - From C-3 to OCH
- 27 - From I-1 to OCM-100
- 28 - From I-2 to OCM-100
- 29 - From C-3 to CD
- 30 - From I-1 to U/T
- 31 - From R-5 to U/T
- 32 - From I-1 to U/T



Amended 6/18/00
Ordinance #3730
Amended 6/25/00
Ordinance #3879

King Street / Eisenhower Avenue Area Plan



COORDINATED DEVELOPMENT DISTRICT ZONE AND DEVELOPMENT GUIDELINES

The proposed CDD zone is structured to allow limited levels of development as a matter of right using conventional zones or to allow greater levels of development for projects which undergo a discretionary review process. The main considerations for development approval under the CDD procedures are conformance to the Small Area Plan, conformance to the use and design guidelines approved for the specific Coordinated Development District and conformance to the Concept Plan proposed by the developer and approved by the City.

Duke Street Coordinated Development District

Development without a Special Use Permit

Within the designated CDD area, the OC Office Commercial zone regulations shall apply, provided that the maximum permitted Floor Area Ratio without a Special Use Permit shall not exceed 1.25 within a distance of 1000 linear feet of the King Street Metro Station as measured from the station kiosk; the Floor Area Ratio without a Special Use Permit for that portion of the Eisenhower Avenue CDD outside of 1000 linear feet from the King Street Metro Station shall be 1.0 provided that the maximum height without a Special Use Permit for all property within the Duke Street Coordinated District shall not exceed 77 feet.

Optional CDD Development with a CDD Special Use Permit

Coordinated development shall occur subject to the following guidelines:

Land Use

1. that the project provides a mix of uses to include office, retail, residential, hotel and support facilities including active and passive recreation and day care centers.
2. that commercial office uses with a strong retail concentration be located along Duke Street opposite the King Street Station project.
3. that the property on the southwest corner of Duke and Holland Lane be developed for office use with first and possibly second floor retail and restaurant uses along Duke Street and Holland Lane.
4. that Hooff's Run be developed and upgraded as a park facility.
5. that the Black Cemetery be restored and preserved.
6. that residential uses contain a mix of housing to include townhouses, mid-rise and hi-rise apartments.
7. that any properties not included in the Carr/Norfolk Southern project be developed in a manner consistent and compatible with the urban design guidelines for the CNS project.

8. the project shall provide adequate active and passive recreational facilities.
9. the project shall appropriately provide for bicycle lanes and trails in coordination with existing bicycle trails and facilities.

Density

10. that the maximum floor area ratio with a CDD special use permit not exceed 2.62.

Design

11. that the area provide a variety of building types and architectural expressions which reinforce a pedestrian environment.
12. that there be safe and convenient pedestrian access to the King Street Metro Station across Duke Street and to the Eisenhower Avenue Metro Station.
13. that parking be placed underground where feasible; that all above grade parking be screened from view from primary streets or located on sites removed from pedestrian activity.
14. that heights in the blocks adjacent to Duke Street be limited to 77 feet (82 feet with ground floor commercial); that other heights be limited to 200 feet, provided that the average height shall not exceed 150 feet. The Federal Courthouse will be considered at heights of up to 250'.

Eisenhower Avenue Coordinated Development District

Development Without a Special Use Permit

~~Within the designated CDD area, the OC Office Commercial zoning regulations shall apply provided that the maximum Floor Area Ratio without a Special Use Permit shall be 1.25 and provided further that the maximum floor area ratio may be increased to 2.0 with an architectural design special use permit. The application requirements and criteria for review of such architectural design special use permit shall be limited to exterior architectural features and shall not include the special use permit considerations for review in Section 11-504(B) of the Zoning Ordinance, such as height (except as provided below), density, traffic and other criteria. Notwithstanding any provision in Section 11-503(A)(5) of the Zoning Ordinance to the contrary, any construction within the CDD for which an architectural design special use permit is required shall be subject to the site plan process set forth in Section 11-400 separate and apart from the architectural design special use permit process. Height shall be an issue in the architectural design special use permit process only for the purpose of ensuring a variety of heights within the CDD and not for the purposes of regulating maximum height for each building. The maximum height without a special use permit for all property within the Eisenhower Avenue CDD shall not exceed 150 feet, provided that there shall be a variety of heights, and provided further that one building on the area known as the Hoffman Tract may rise to 225 feet with an architectural design special use permit, in addition to any previously approved building on the Mill Race project.~~

Optional Development with a CDD Special Use Permit

Coordinated Development shall occur subject to the following guidelines:

Land Use

1. that there be a mix of uses in the area, including office, residential, and retail along with active and passive recreation opportunities, and day care centers;
2. the project shall provide adequate active and passive recreational facilities;
3. the project shall appropriately provide for bicycle lanes and trails in coordination, with existing bicycle lanes and trails.

Design

4. that the area include a variety of architecture and building heights, which are in general conformance with the height guidelines for the area.
5. that buildings shall not exceed 200 feet in height except for one building which may be permitted to reach 225 feet in height, provided that the average building height within the CDD shall not exceed 150 feet. In conjunction with any proposal for the U.S. Patent and Trademark office, the height of a single building may be further increased from 225 feet to 270 feet. If the site is not selected as the site of the U.S. Patent and Trademark Office, the height increase shall not be permitted.
(paragraph 5 replaced by 4/18/1998 by Ordinance #3988)
6. that areas adjacent to physical barriers such as railroad tracks and highways be landscaped or buffered.
7. that the maximum Floor Area Ratio not exceed 2.5 provided that in no event may the floor area, in any project which is placed in non-residential use, exceed 75% 85% of the project's total floor area; that hotel uses be considered residential uses. (As amended 6/25/1996 Ordinance #3879)

Height and Density Bonuses

Projects within 1000 feet of Metro shall be considered for height and density bonuses if an affordable housing contribution of no less than

~~\$1.05 (adjusted for inflation after 1992) per square foot of total development is made to the City's Affordable Housing Trust Fund. The contribution may be used for either on site or off site housing at the discretion of the Council. Height with bonuses shall not exceed 250 feet for a signature building, with an overall average of 200 feet for the entire project. Density with bonuses shall not exceed 3.75 FAR overall, with a minimum of 1.625 for the residential component. (paragraph #8 replaced by Ordinance #3983 3114/1998)~~

Cameron Center Coordinated Development District

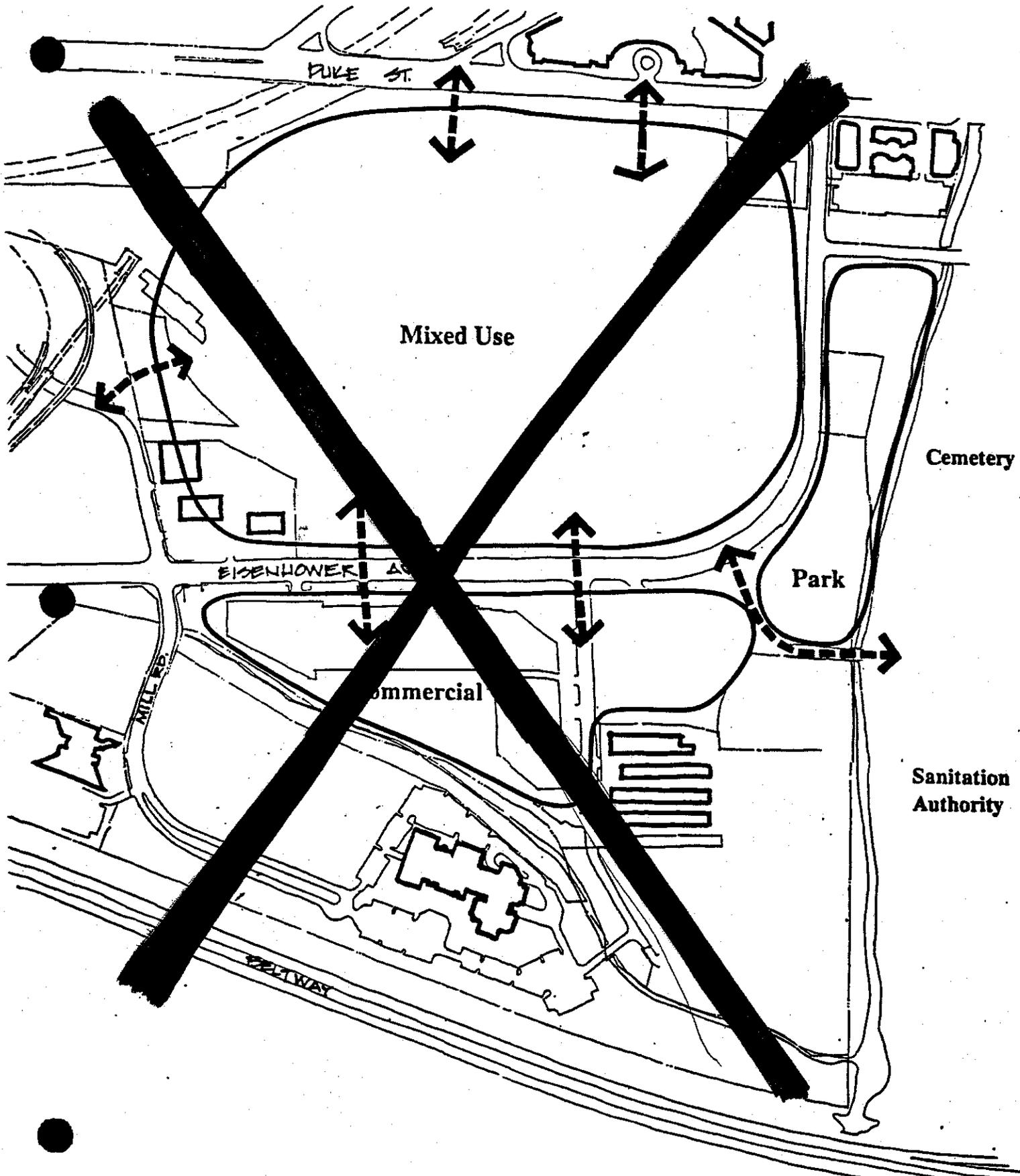
Development without a Special Use Permit

Within the designated CDD area, the OC Office Commercial zone regulations shall apply, provided that the maximum Floor Area Ratio permitted without a Special Use Permit shall be 1.5 with a height limitation of up to 100 feet.

Optional Development Under CDD

Coordinated development shall occur subject to the following guidelines:

1. that there be a mix of uses in the area including office, retail and either residential or a hotel.
2. that building height with a Special Use Permit not exceed 200 feet with a maximum average of 150 feet.
3. that the Floor Area Ratio with a Special Use Permit not exceed 2.5.
4. that above grade parking structures should be located nearest railroad trackage or other physical barriers and screened from view from the public right-of-way.
5. that buildings along Eisenhower Avenue conform to the setback and design standards established for this street.
6. the project shall provide adequate active and passive recreational facilities.
7. the project shall appropriately provide for bicycle lanes and trails in coordination with existing bicycle trails and facilities.



HEIGHT RECOMMENDATIONS

As shown on Map 22 existing by right height allowances in the study area are generally 77 feet or 150 feet. In the King Street Station Height District, heights up to 82 feet are allowed if first floor retail uses are provided. Properties zoned CO and M-3 can construct buildings up to 150 feet by right. The proposed building heights are shown on Map 23. The major points are as follows:

*The King Street Height District, with its 77 foot height limit, would be maintained and would still allow up to 82 feet with first floor retail.

*Heights along King Street would be limited to 50 feet; additional height must be set back from the street wall, subject to site plan review.

* Heights east of Peyton Street and in the Old and Historic Alexandria District would be limited to 50 feet.

*Building heights of up to 150 feet are generally acceptable in the Cameron Run Valley portion of the study area, except for buildings fronting Eisenhower Avenue. Building heights above 150 feet need to be scrutinized (through the Special Use Permit Process) to determine their relationship to the George Washington Masonic Memorial and other buildings nearby.

~~*Heights along Eisenhower Avenue would be limited to 77 feet; additional height must be set back from the street wall, subject to site plan review. Portions of buildings over 77 feet should be set back at least 85 feet from the centerline of the street.~~

*Heights within the Duke Street Coordinated Development District would be allowed up to 200 feet with 250 feet for the Federal Courthouse, subject to the other height restrictions stated in the Plan and to CDD review.

~~*Heights within the Eisenhower Avenue CDD would be allowed up to 200 feet, except that projects within 1000 feet of the metro may be considered for a height bonus up to a total maximum of 250 feet if combined with a meaningful affordable housing program approved by City Council.~~

*Heights for the properties east of South Peyton Street (extended) along the south side of Duke Street to South West Street (1400-1454 Duke Street and 301 West Street) will conform to the OCM-50 land use.

TRANSPORTATION RECOMMENDATIONS (MAP 24)

That the following road improvements be built:

1. Eastbound Beltway Flyover Ramp

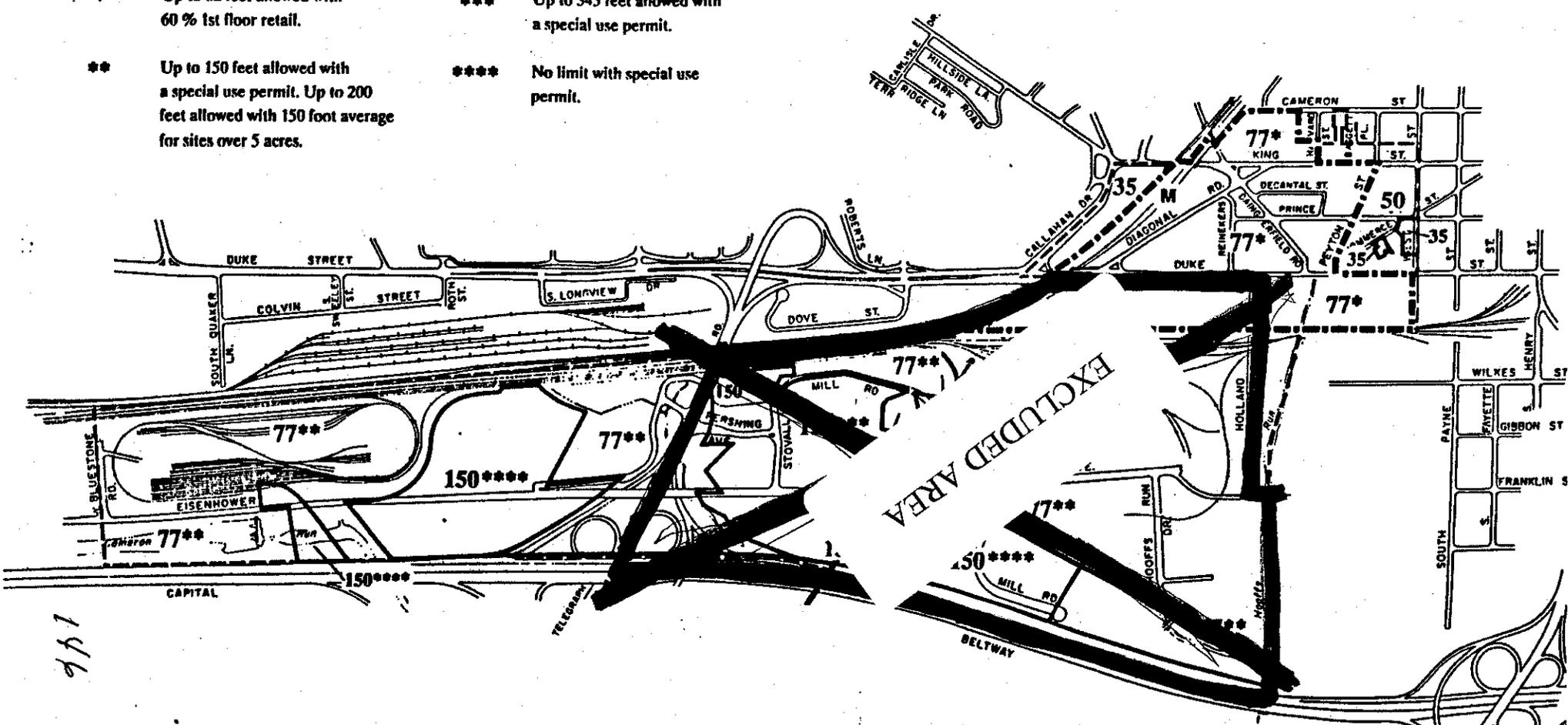
Map 22

Existing Height Allowances

— Zone Line

--- Height District Line

- Up to 82 feet allowed with 60 % 1st floor retail.
- Up to 150 feet allowed with a special use permit. Up to 200 feet allowed with 150 foot average for sites over 5 acres.
- Up to 345 feet allowed with a special use permit.
- No limit with special use permit.



147



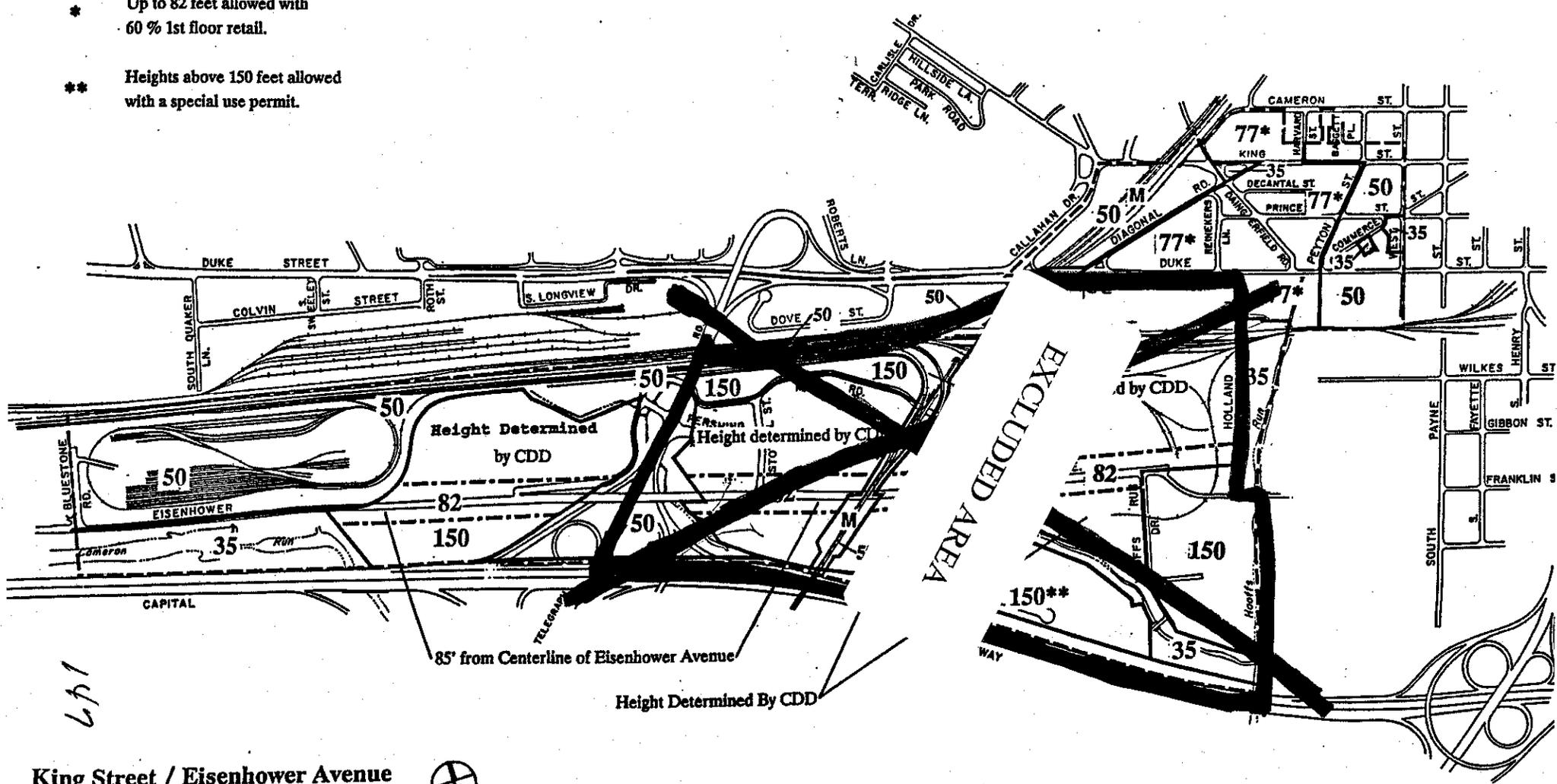
Proposed Heights

— Zone Line

- - - - Height Transition Line

* Up to 82 feet allowed with 60 % 1st floor retail.

** Heights above 150 feet allowed with a special use permit.



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King Street / Eisenhower Avenue Area Plan



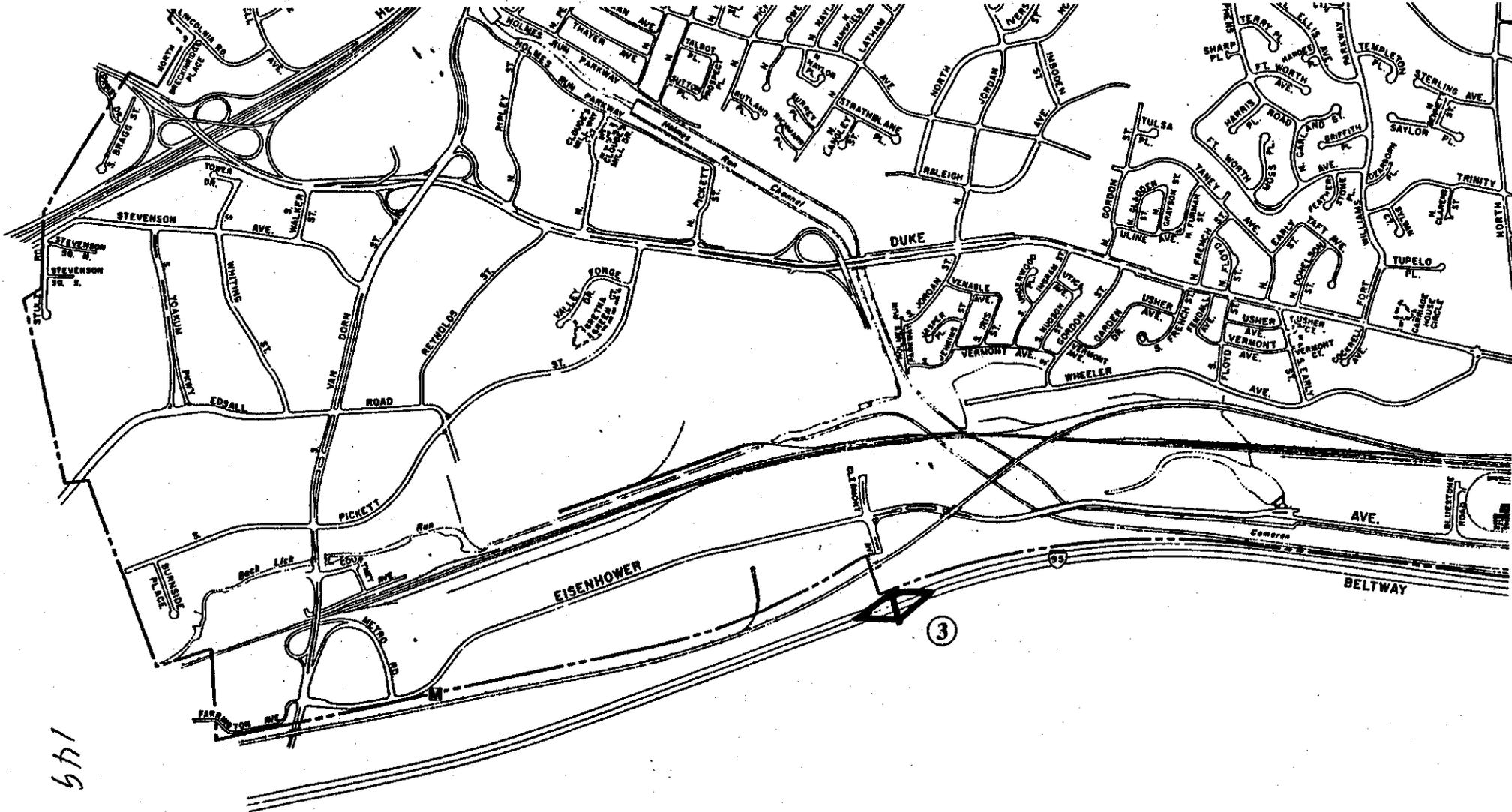
2. Collector/distributor road to connect to Mill Road
3. Clermont Interchange
4. Widen Holland Lane
5. Eisenhower Avenue widening between Telegraph and Mill Roads
6. Wolfe Street/Daingerfield Road construction.
7. Mill Road straightening east of Telegraph road and extension west of Telegraph Road

Other Recommendations

8. that the City endorse and encourage the establishment of a Transportation Management Association (TMA) in the King Street/Eisenhower Avenue area, to provide a coordinated single-occupant-vehicle demand reduction program.
9. that a Transportation Improvement District be established in the Eisenhower Avenue area to finance planned and proposed transportation system improvements.
10. that all right hand turns in the King Street Metro Area, particularly at the King Street/Daingerfield/Diagonal intersection and at the Duke Street/Holland Lane intersection be designed to control vehicular traffic, either through a stop sign or traffic signal, to allow safe pedestrian movement within the area.
11. that the Departments of Planning and Transportation work with the Department of Parks and Recreation and its board to develop an open space, recreation and bikeway system for the King Street/Eisenhower Avenue area and to develop a streetscape plan for Eisenhower Avenue.

Map 24a

Transportation Recommendations



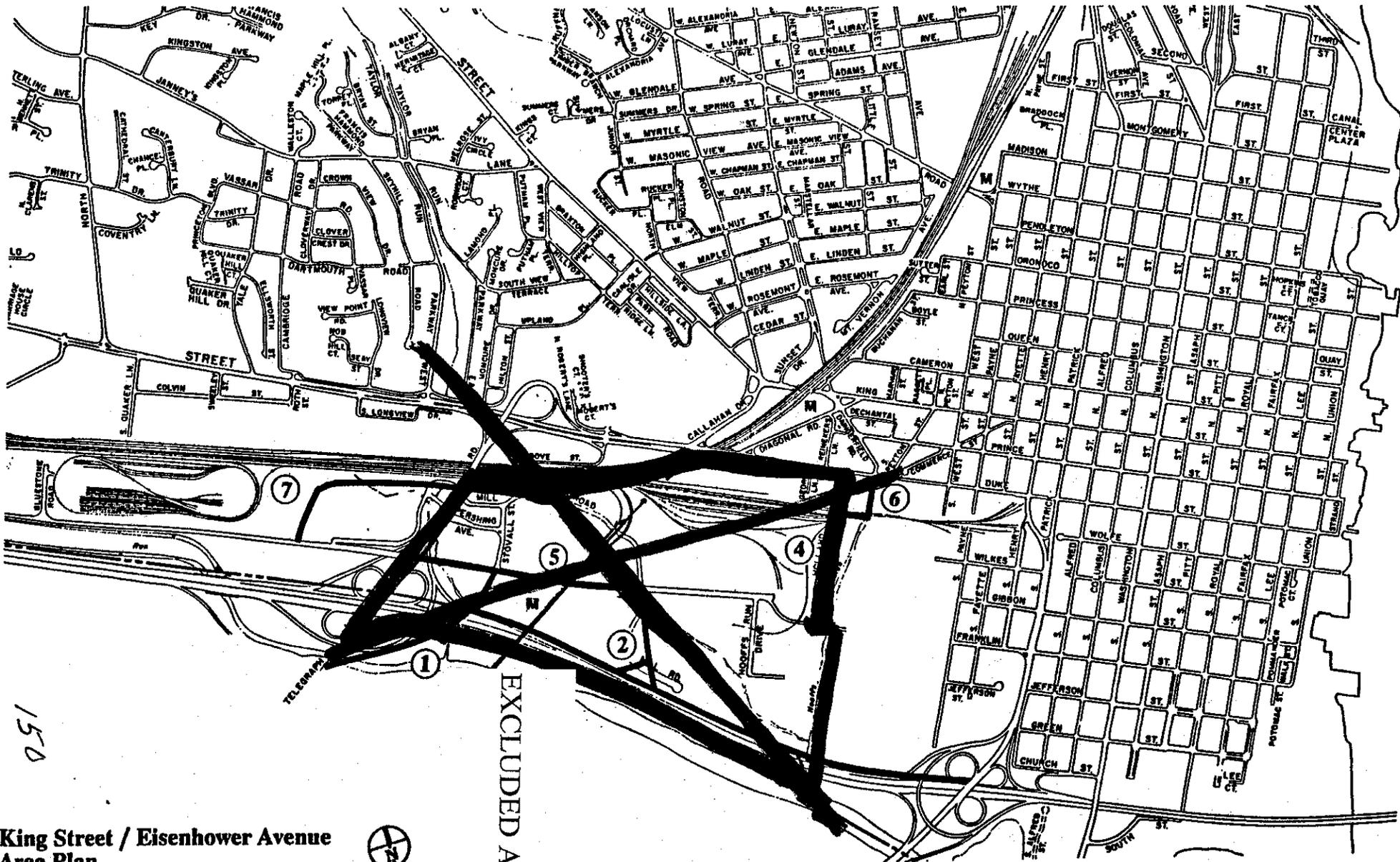
671

King Street / Eisenhower Avenue
Area Plan



Map 24b

Transportation Recommendations



King Street / Eisenhower Avenue
Area Plan



EXCLUDED AREA

150



#4

February 26, 2003

Mr. Eric Wagner, Chairman
and members of the Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Re: Eisenhower East Small Area Plan - No. 2003-0001

Dear Mr. Wagner and Planning Commission Members:

After reviewing the February 2003 version of the Eisenhower East Small Area Plan, it is evident that Ms. Fogarty and the planning staff have put a considerable amount of time and effort into the proposed Plan. The Eisenhower Partnership believes that the concepts set forth in this Plan will prove positive in the development of the area.

Successful implementation of the plan will require cooperation and continued involvement between the City and the stakeholders in the area. City staff has recommended a number of ways implementation of the plan can be handled, including, "Supporting the role of the City with assistance from existing organizations, such as the Eisenhower Partnership, building their capacity to take on a more active leadership role..."

Since its inception in August 1994, the mission of the Partnership has been to promote the development and redevelopment in the Eisenhower Valley. The Partnership, serves as a source of information on items of concern to members, both business and residential; promotes quality development through active involvement in the approval process with the community, developers and local government; encourages business location, expansion and retention by providing opportunities for networking; and provides leadership and deliberation for significant initiatives or issues which impact the development and prosperity of the Eisenhower Valley.

Therefore, the Eisenhower Partnership would like to reserve a role to assist the City of Alexandria in the implementation of the Eisenhower East Plan.

Sincerely,

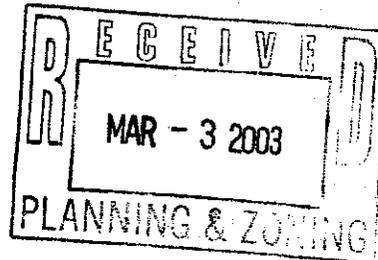
A handwritten signature in cursive script, appearing to read "Sharon B. Hodges".

Sharon B. Hodges
Executive Director

McGuireWoods LLP
1750 Tysons Boulevard
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February 26, 2003

Ms. Eileen Fogarty, Director
Department of Planning & Zoning
City of Alexandria
301 King Street, Room 2100
Alexandria, Virginia 22314

Re: Eisenhower East Small Area Plan; MPA #2003-0002; RZ #2003-0001; TA
#2003-0001

Dear Eileen:

I am writing on behalf of Carlyle Development Corporation ("CDC") to offer several minor comments on the proposed Eisenhower East Small Area Plan and to confirm our understanding of its relationship to the Carlyle zoning approvals. As you know, the development of Carlyle has proceeded under a Special Use Permit approved by City Council in 1990 pursuant to the CO commercial office zoning district and which has subsequently been amended multiple times (the "Carlyle SUP"). In 1992, Council repealed the CO district and rezoned Carlyle to the CDD #1. Under Section 12-600 of the Zoning Ordinance, the CO SUP remains valid and may be amended by Council without becoming subject to the CDD regulations. In fact, the Carlyle SUP has been amended multiple times since the property was rezoned to CDD. We understand that pursuant to section 12-600, the adoption of the proposed Small Area Plan and the proposed revisions of the CDD district regulations will not affect the Carlyle SUP or CDC's current ability to continue development or amend the Carlyle SUP. If we are incorrect in this understanding please let us know as soon as possible.

Block P

We appreciate your meeting with us on several occasions to discuss Block P and we believe we have made good progress toward mutually acceptable block design guidelines. We are committed to developing block design guidelines consistent with the proposed design guidelines for the Eisenhower East SAP and the Carlyle SUP conditions, including condition 70A. As you know, condition 70A authorizes the city to require the proposed extension of John Carlyle Street south of Eisenhower as part of the block design guidelines, which is consistent with the draft Small Area Plan.

You have proposed in the draft Small Area Plan, Rezoning and Text Amendment to create a new CDD # 11 and to include Carlyle Block P in this new district. We believe that Block P should remain in CDD #1. The CDD #1 District Regulations were drafted to reflect the basic approvals of the entire Carlyle SUP. For example, the CDD # 1 guidelines authorize a

floor area ratio of 2.62. This FAR assumes that the entire 76.5 acres of Carlyle is included in the land area of the district. If block P were removed from the land area of CDD #1, the amount of potential floor area in the rest of Carlyle would increase. The other elements of Carlyle, such as open space, mix of uses, retail requirements, etc. have been planned and developed as a unified project. Therefore, we believe all of Carlyle should remain in a single CDD. Since CDC intends to complete the development of Carlyle pursuant to the Carlyle SUP, the rezoning of Block P would not likely cause any direct impacts. However, unless there is a compelling reason to remove Block P from CDD #1, we believe it should remain.

We also believe the Land Use Allocation Table of the Small Area Plan should be revised to eliminate Block 25B and Block 26, which collectively comprise Block P of Carlyle. The table applies a new definition of floor area which includes parking. The proposed revision to the definition of floor area and the inclusion of parking in floor area will not apply to Carlyle since the Carlyle SUP has its own definition of floor area. The other blocks of Carlyle have been excluded from this table, presumably because the development rights are already determined by the Carlyle SUP. Since there is no difference in the status of development rights among the Carlyle blocks, Block P should also be excluded.

Special Taxing District

The draft plan suggests that a special taxing district be created for a variety of transportation and open space infrastructure needs in the planning area. It suggests that Carlyle would be included in this taxing district. We object to including Carlyle in this district. Carlyle has already contributed over 25 acres of open space, including nearly 10 acres of public parks, and has invested over \$126 million in capital improvements at Carlyle. This includes much of the existing street network and the undergrounding of major electrical transmission lines. The concept of the CDD district has been that each landowner builds its share of needed roads and infrastructure. The additional public roads and infrastructure should be paid for by other developers who have not already made a significant contribution and through the city's capital improvements program. To impose a special taxing district for additional public facilities penalizes landowners in Carlyle and rewards the small landowner that benefits from the regional improvements Carlyle has already contributed.

Miscellaneous Comments on Plan Text

We noted several minor corrections in the plan text:

Pages v and 1-2 Our records indicate Carlyle is 76.5 acres

Page 3-8 Carlyle has approximately 204,000 gsf of retail allocated north of Eisenhower Avenue and approximately 54,000 gsf on Block P (South of Eisenhower).

Thank you for your consideration of these issues. We look forward to working together as the development of Carlyle proceeds to completion.

Sincerely,

A handwritten signature in black ink that reads "Jonathan P. Rak". The signature is written in a cursive style with a large initial "J".

Jonathan P. Rak

cc: Chairman and Members of the Alexandria Planning Commission
Ignacio Pessoa, Esq., City Attorney
Mr. Lloyd Clingenpeel, Carlyle Development Corporation
Mr. Scott Kaufmann, JM Zell Partners, Ltd.

\\REA\145083.3

HART, CALLEY, GIBBS & KARP, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314-2557

TELEPHONE (703) 836-5757
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hcgk.law@verizon.net

HARRY P. HART
MARY CATHERINE H. GIBBS
HERBERT L. KARP

OF COUNSEL
CYRIL D. CALLEY
RETIRE
ROBERT L. MURPHY, 2001

February 26, 2003

Ms. Eileen Fogarty, Director
Department of Planning & Zoning
c/o Ms. Kimberley Fogle, Chief
Neighborhood Planning & Community Development
City Hall, Room 2100
Alexandria, VA 22314

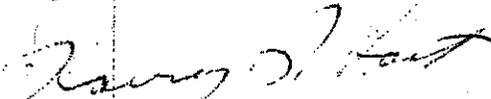
Re: East Eisenhower Small Area Plan, Draft February 2003
Block No. 23

Dear Ms. Fogle:

This letter is written to seek confirmation that the above-grade parking structure permitted on the Simpson property in Block 23 pursuant to pages 4-19 through 4-20 of the Draft Eisenhower East Small Area Plan recognizes that the height of the structure shall be measured from the sidewalk in the northeast corner of the property adjoining Elizabeth Lane, and not inside the property line, as there is an approximately 8 foot difference. As you are aware, our proposed parking structure meets the 45 foot height limit if it is measured from the sidewalk.

Thank you in advance for your confirmation of this important point and confirming our conversation that this will be reflected in the final draft sent to City Council.

Very truly yours,


Harry P. Hart

cc: Mr. Donald Simpson, Sr.

February 26, 2003

Chairman and Members
of the Planning Commission
City of Alexandria
City Hall
320 King Street
Alexandria, Virginia 22314

Re: Eisenhower East Small Area Plan; American Trucking Associations, Inc.
Statement

Dear Mr. Chairman and Members of the Commission:

I am writing this letter on behalf of the American Trucking Associations, Inc. ("ATA"), a land owner within the Eisenhower East area. The ATA headquarters building is located at 2200 Mill Road, just north of the Beltway. ATA also owns approximately three acres of vacant land north of the headquarters building and west of Mill Road. This is designated as Block 19 within the Eisenhower East Small Area Plan ("Plan"). Representatives of ATA have followed the process and wish to commend the city staff for its work on the Plan and for its openness both to land owners and citizens within the area. In general, ATA endorses the effort of the city to create a coherent plan for the area which will benefit both land owners and the general public as the individual parcels are developed. However, we have certain concerns about the plan which are discussed below.

A. Underground Parking/Soil Conditions:

The plan provides that two levels of parking must be placed underground or the owner will be penalized with a reduction of occupiable floor area. This reduction results by including parking floor area within the allowable square footage designated for each block. We have two problems with this approach.

First, it is commonly known that the properties throughout the Eisenhower East area were marshland or a landfill with associated environmental safety concerns. There is evidence of methane gas, fly ash and other soil degradation that makes it extremely difficult to construct underground. Enclosed is a copy of a report on methane gas on the ATA property performed by ECS Ltd., an environmental consultant. The report indicates excessive levels of methane gas on the site, which would necessitate extensive treatment for any underground parking. This treatment would be extraordinarily expensive. The report also notes the presence of moist fly ash on the ATA site. In addition to the excessive cost, a more important issue is a matter of safety. Regardless of the cost of protection against

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Falls Church, VA 22042-0681
703.641.4200

methane gas, safety and liability concerns will preclude some owners from entertaining underground parking.

We propose two solutions for this problem:

1. The City should undertake a study of soils conditions within the entire Eisenhower East area, independent of owners' studies, and relate this city-sponsored study to the Design Guidelines that are to be developed during the Spring. This will give some benchmark for the degree for the difficulty of parking underground in the area.
2. We request that each owner have the opportunity to obtain relief from some or all underground parking as a result of the methane gas and other soil conditions because of the public health and safety issue. Relief could be sought by each owner depending upon the condition of the soil in each block through a legal mechanism within the Plan. This legal mechanism could be developed during the time that the city staff is drafting the Design Guidelines.

Also, in deciding how many parking spaces can be placed underground, the City has used a calculation which we believe misses the mark. A serious problem is the calculation of the amount of floor space required for underground parking. The City estimates that each underground parking space will require 375 square feet of floor area. However, our architect's opinion is that each underground parking space requires 420 square feet of floor area. The reason for the greater amount of floor area required for each parking space is that underground parking also has to take into account ramps, elevator shafts and stairwells. Based on the assumptions, ATA would not be able to fit 277 parking spaces within two levels of underground parking as the City staff states. Similarly, our architects believe the City's estimate that each above grade parking space requires 350 square feet of floor area is not feasible if there is a building above the parking. Therefore, to accommodate this adjustment and keep within the context of the City's method of calculating floor area, the allowable gross floor area (AGFA) would need to be increased for the ATA site, Block 19

B. The Grid System:

Another basic strategy specified in the plan is establishment of a grid system. We understand the proposal and agree with a desire for a grid system. However, the new streets need to serve a purpose, and it is our contention that the street between Mill Road and the Metro Station extending across the ATA and Hoffman properties is unnecessary, (See p. 6-8, Plan). It is our understanding that traffic coming off the Beltway onto the proposed connector road to Mill Road would be prohibited from turning left onto this proposed street. Without this access, creating a new B level street does not appear to have a useful purpose. A pedestrian easement would be acceptable to allow tenants of the apartments along Mill Road to walk from their apartment buildings to the Metro Station. We therefore propose that this street presently labeled as a B street be deleted and pedestrian access be substituted for it.

C. Balance of Uses:

The primary strategy described in the Plan is to encourage a balance of uses throughout the

area which hopefully will result in the establishment of a community. However, as the staff has conceded, the type of uses and the timing of these uses depends on market conditions. In order to achieve the higher densities and vision within the coordinated development district, the owner of each block must construct the single use designated in the Plan, which limits the flexibility of the owners to adjust to market conditions. The Plan does set forth a method whereby the owner of one block may exchange uses with the owner of another block, thereby giving some flexibility if the owner is able to arrange an exchange. We request that this mechanism be more carefully defined so that each owner would understand exactly how the designated single use may be exchanged for another use as market conditions change.

D. Design Guidelines:

It is our understanding that Design Guidelines will be developed during the Spring. As we have stated before in work sessions, establishment of specific design guidelines by the City within the context of the comprehensive plan is unique. Typically, a developer/land owner proposes design guidelines within the land use approval process for city review and approval. However, in this case the city staff is planning to establish the design guidelines for each block. While this is a unique concept, we understand that this is an important element of the plan, and we are willing to work with the city staff in developing the design guidelines. We only ask that owners be included as these guidelines are drafted.

We are asking the Commission by this letter to request the staff to make amendments to the Eisenhower East Small Area Plan in accordance with our comments and suggestions above. We appreciate your kind consideration.

Yours truly,

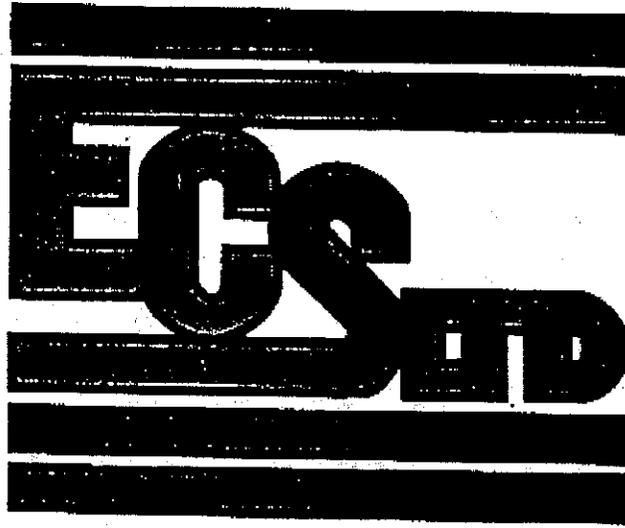


J. Howard Middleton

JHM/db

Enclosures

cc: Eileen Fogarty
Kimberley Fogle
David Barefoot
Andi Gerber
Prasad Sharma



**PHASE I ENVIRONMENTAL SITE ASSESSMENT
ATA PROPERTY
EISENHOWER AVENUE AND MILL ROAD
ALEXANDRIA, VIRGINIA**

ECS, LTD. PROJECT NO. 8650

FOR

AMERICAN TRUCKING ASSOCIATIONS

FEBRUARY 14, 2003

1.0 EXECUTIVE SUMMARY

Engineering Consulting Services, Ltd. (ECS, Ltd.) was contracted by American Trucking Associations to perform an ASTM Standard E-1527-00, Phase I Environmental Site Assessment (ESA) of ATA Property, Eisenhower Avenue and Mill Road, Alexandria, Virginia. Any exceptions to or deletions from this practice are described in Section 2.3 of this report.

The ATA Property consists of one 2.97 acre parcel of vacant land, and is located at the southwest quadrant of the Eisenhower Avenue and Mill Road intersection in the City of Alexandria, Virginia. A small utility easement and Eisenhower Avenue form the northern border of the site. Mill Road forms the eastern border of the site with residential apartments and a commercial property beyond Mill Road. An American Trucking Associations building and an associated parking garage form the southern border. The western border is formed by a small area of undeveloped open land with the Eisenhower Avenue Metro station and an associated parking beyond the vacant land.

A Map of Possible Methane Generation and Arsenic Contamination, provided by the City of Alexandria, shows that a former landfill (refuse dump) was located adjacent to the eastern side of the subject. However, a review of aerial photographs shows that landfill activity extended further west and onto the subject property and onto adjacent lands to the south. The map shows that the City of Alexandria identifies a 1,000-foot potential methane gas generation buffer area from the former landfill. The entire subject property is located within the potential methane gas hazard area.

Historical information indicates that no structures have been present on the subject property since at least 1937. Landfill activity on the site and surrounding areas occurred between 1968 and 1978.

This assessment has revealed no evidence of recognized environmental conditions in connection with the property, except for the following:

- The subject property is located in a potential methane gas hazard area identified by The City of Alexandria due to a former refuse dump. Methane gas has been reported in at least one previous geotechnical boring drilled in surrounding areas. The concurrent methane soil-gas survey being performed by ECS will provide information in this regard.
- Several feet of uncontrolled fill material is reported to be present in areas surrounding the site, and due to the use of the subject as a landfill, there is a high likelihood that the site itself is also underlain by fill material of unknown origin.

This Executive Summary is an integral part of the Phase I Environmental Site Assessment report. ECS, Ltd. recommends that the report be read in its entirety.



ENGINEERING CONSULTING SERVICES, LTD.
Geotechnical • Construction Materials • Environmental

February 18, 2003

Ms. Andrea Gerber
American Trucking Associations
2200 Mill Road
Alexandria, Virginia 22314

ECS Project No. 8650

Reference: Subsurface Methane Study, ATA Property, Eisenhower Avenue and Mill Road,
Alexandria, Virginia.

Dear Ms. Gerber:

Engineering Consulting Services, Ltd. (ECS, Ltd.) is pleased to provide the American Trucking Association with results of our Subsurface Methane Study of the referenced property. Our services were provided in general accordance with ECS, Ltd. Proposal No. 17344-EP, dated, January 31, 2003.

This study was performed concurrently with a Phase I BSA of the property which revealed that the subject property was on the western limits of a landfill between 1968 and 1978. This information was obtained from the *Map of Possible Methane Generation and Arsenic Contamination*, provided by the City of Alexandria and aerial photographs. The map identifies the entire property within the "potential methane hazard area". The purpose of the methane study was to evaluate the current conditions on the site regarding potential methane accumulation.

Methane is an odorless gas which can be generated from the anaerobic degradation of organic matter. Methane is combustible at mixtures of about 5 to 15 percent in air. It is lighter than air at room temperature and dissipates readily. Methane is not toxic when inhaled, but it can produce suffocation by reducing the concentration of oxygen inhaled.

On February 11, 2003, a truck mounted GeoProbe[®] unit was used to collect soil-gas samples from 39 locations on the property. Samples were collected over a 50-foot center grid pattern on the property. Samples were obtained by pushing a 1-inch diameter rod to an initial depth of 8 feet below ground. The rod was fitted with a dispensable drive-point which covered a sample port inside the end of the rod. Once the sampling depth was reached, the rod was extracted six inches which exposed the sample port to the soil. A polyethylene tube with a threaded fitting attached to the terminal end was inserted down the rod and connected to the sample port. An Industrial Scientific TMX 412 Combustible gas meter with an SP400 sample pump was connected to the polyethylene tubing and used to screen the soil-gas for methane for approximately 30 seconds. The field meters' detection limit for methane is 0.1 percent.

14026 Thunderbolt Place, Suite 100, Chantilly, VA 20151 • (703) 471-8400 • FAX (703) 834-5527 • www.ecslimited.com

Aberdeen, MD • Atlanta, GA • Austin, TX • Baltimore, MD • Chantilly, VA • Charlotte, NC • Chicago, IL • Columbia, GA • Dallas, TX
Danville, VA • Frederick, MD • Fredericksburg, VA • Greensboro, NC • Greenville, SC • Norfolk, VA • Orlando, FL • Research Triangle Park, NC
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*Testing Services Only

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Ms. Andrea Gerber
ECS Project No. 8650
February 18, 2003
Page 2 of 3

Soil-gas samples were collected from even-numbered sample locations (and several other locations) after screening with the combustible-gas meter. Samples were collected with a vacuum chamber device that consisted of a tedlar bag being placed in the chamber with its sample port connected to the down-hole tubing. The vacuum chamber was sealed and a vacuum was applied to the chamber which resulted in a soil-gas sample being drawn up into the tedlar bag. Samples were collected in numerical order, except at SG-3 and SG-11 which were collected at the end of the day from a probe hole within 1-foot of the original hole. These samples were submitted to an independent laboratory for analyses of methane by method 8260.

Samples from the first three locations (SG-1 to SG-3) were collected (or attempted) at eight feet below ground. Several attempts had to be made at these locations due to moist soil being drawn up the tube which blocked the air flow preventing sample screening and/or collection. Prior to collecting SG-4, soil samples were collected from 0 to 4 feet and 4 to 8 feet to identify the soil conditions which might be preventing soil-gas sample collection. At SG-4, moist fly ash was observed at 6 to 8 feet below ground. Therefore, the remaining soil-gas samples were collected at 4 feet below ground to avoid encountering the moist fly ash. Figure 1 shows sample locations.

Methane screening was attempted at 38 of the 39 locations. Probe refusal was encountered at two feet at SG-34, therefore a sample was not attempted. The field pump and meter obtained screening results from 21 of the 39 locations. Tight soil conditions at the other locations prevented field screening. Field screening results revealed methane at five of the 21 locations with methane concentrations ranging from 0.2 to 2.6 percent by volume, with the highest concentration at SG-20 near the south central part of the property. Field and laboratory results are summarized in Table 1. Laboratory reports are also attached.

Soil-gas samples were collected from 22 locations. Methane was detected at 15 of the 22 locations at concentrations ranging from 0.0013 to 6.0200 percent by volume, with the highest concentration at SG-20 which exceeded methane's lower flammable limit (LFL). Methane exceeded 1 percent at two of the 22 locations; SG-20 (6.02 percent) and SG-32 (2.1 percent).

Methane was detected beneath three general areas of the property; at the eastern border near Mill Road; at the western border near the Metro Parking lot; and at the south-central border near the existing ATA building. All of these locations are within about 50 feet of a paved or capped soil. The distribution of methane beneath the property is shown on Figure 1. The distribution map is based on the highest methane level (field vs. lab) from each sample location.

At 12 of the sample locations field screening data and laboratory data are both available. At nine of these locations the laboratory detected less than 0.1 percent methane. Field screening results were consistent with laboratory results at seven of these nine locations. At SG-3 and SG-11, field screening results were higher than laboratory results. At SG-3 field screening detected 1.3 percent methane where the laboratory did not detect any methane. At SG-11 field screening detected 0.2 percent methane where the laboratory reported 0.0042 percent methane. At both of these locations, laboratory samples were not collected from the same hole used to conduct screening and the samples were collected several hours after field screening was performed. This may have resulting in the inconsistency between field and laboratory data.

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Ms. Andrea Gerber
ECS Project No. 8650
February 18, 2003
Page 3 of 3

At the remaining three of 12 locations (SG-20, SG-35 and SG-36) where both field and laboratory data are available, the laboratory consistently detected higher concentrations of methane than did field screening.

This study confirmed the presence of subsurface methane beneath three portions of the property. The methane concentration exceeded its LFL at one location confirming that there is a potential for combustion if it were exposed to an ignition source. Based on the results of this study, ECS makes the following recommendations:

- ECS recommends that ATA consider incorporating an active sub-slab ventilation system into the design of the proposed building. The system might consist of vapor barriers, sub-slab piping and above-ground blowers to prevent the built-up of combustible vapors beneath the slab, as well as prevent its migration into the building.
- ECS recommends that ATA notify all construction workers, who might have the need to excavate or dig on any part of the property or who might enter an excavation on the property, of the possibility of potentially combustible methane gas beneath the property.

If you have any questions or if you have need for further information, please contact us at 703-471-8400.

Respectfully Submitted,

ENGINEERING CONSULTING SERVICES, LTD.



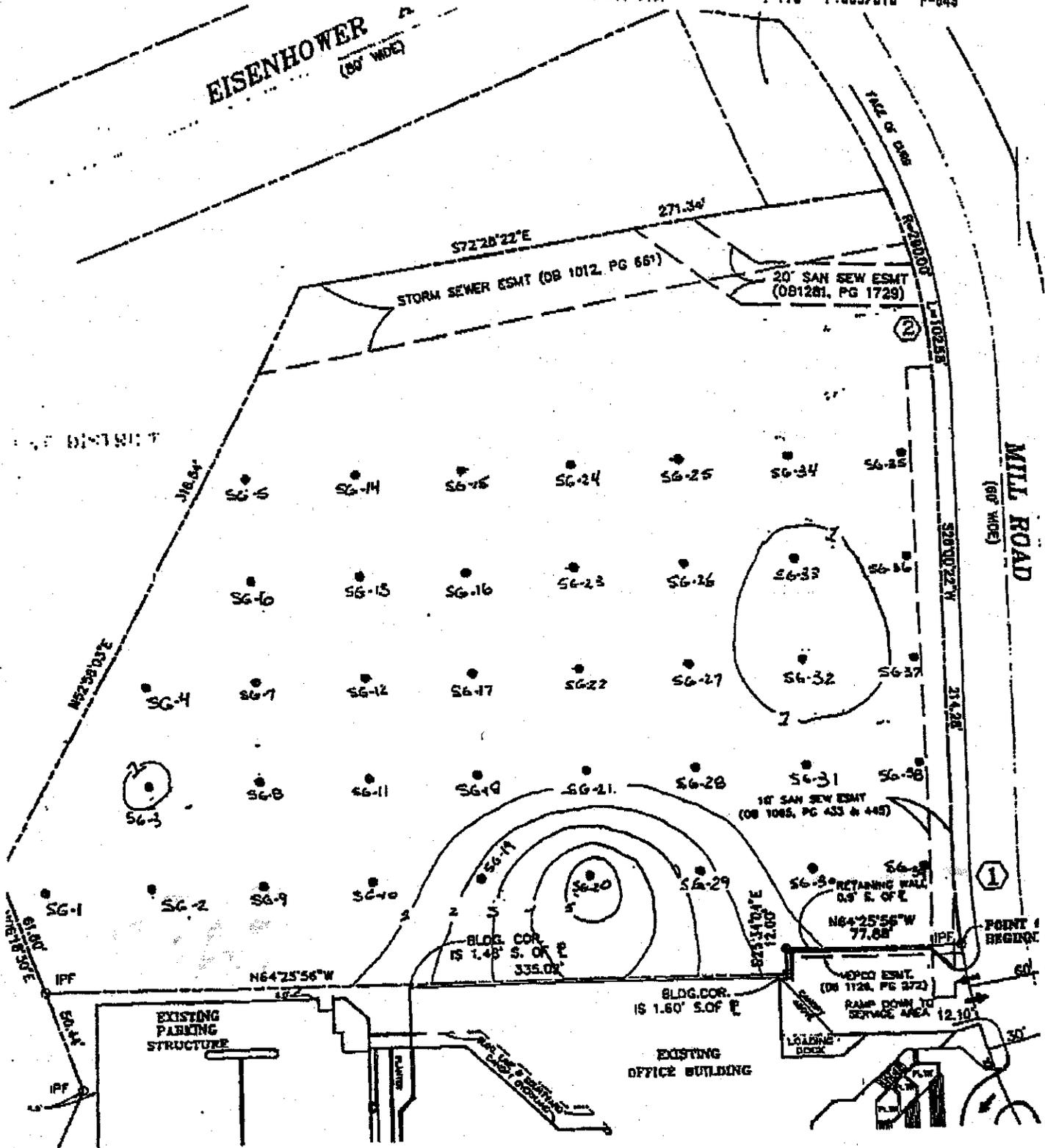
Lawrence M. Johnson
Environmental Scientist



James D. Succop
Environmental Group Manager

Enclosures: Figure 1 - Methane Distribution
Table 1 - Field and Laboratory Methane Results
Laboratory Reports

8650-lus



Percent MATLANE
1" = 60'

FEB 18 2003 15:31

American Trucking Association
Eisenhower Avenue and Mill Road
Alexandria, Virginia
ECS Project No. 8650

Table 1. Percent Methane in Soil-Gas.

Sample Location	% Field Methane	% Lab Methane	Sample Location	% Field Methane	% Lab Methane
SG-1	0	-	SG-21	no flow	0.0690
SG-2	no flow	0.1380	SG-22	no flow	ND
SG-3	1.3	ND	SG-23	0	-
SG-4	0	0.0022	SG-24	no flow	0.0637
SG-5	0	-	SG-25	no flow	-
SG-6	0	0.0127	SG-26	no flow	ND
SG-7	0	-	SG-27	no flow	-
SG-8	0	0.0013	SG-28	0	0.0179
SG-9	0	-	SG-29	no flow	-
SG-10	0	ND	SG-30	no flow	ND
SG-11	0.2	0.0042	SG-31	no flow	-
SG-12	0	ND	SG-32	no flow	2.1000
SG-13	0	-	SG-33	1.7	-
SG-14	no flow	0.0013	SG-34	NS	NS
SG-15	no flow	-	SG-35	0.3	0.4590
SG-16	no flow	0.1730	SG-36	0	0.1970
SG-17	0	-	SG-37	no flow	-
SG-18	no flow	0.0028	SG-38	0	ND
SG-19	no flow	-	SG-39	0	-
SG-20	2.6	6.0200			

Notes: Field methane recorded with an Industrial Scientific TMX412 combustible gas monitor.
 "-" designates that no sample was not collected for laboratory analysis.
 ND - not detected above 0.0010%.
 NS - no sample possible due to shallow refusal of probe.
 Lab samples from 3 and 11 were collected at the end of the day.

707 710 0427

808 04

145

FEB 19 2003 15:52 FR
FROM ELA-CHEM FROM UER11

TD 7036414340
1-113
K. JORDAN
P 08/12
T-043

MARYLAND SPECTRAL SERVICES, INC.
 1500 Caton Center Drive, Baltimore, MD 21227

METHANE BY EPA METHOD 8015 (GC/FID)

CLIENT SAMPLE ID:	2	3	4	6	8	10
	ATA	ATA	ATA	ATA	ATA	ATA
LAB SAMPLE ID:	03021208	03021209	03021210	03021211	03021212	03021213
SAMPLE DATE:	02/11/03	02/11/03	02/11/03	02/11/03	02/11/03	02/11/03
RECEIVED DATE:	02/12/03	02/12/03	02/12/03	02/12/03	02/12/03	02/12/03
ANALYSIS DATE:	02/13/03	02/13/03	02/13/03	02/13/03	02/13/03	02/13/03
INSTRUMENT ID:	GC-6	GC-6	GC-6	GC-6	GC-6	GC-6
MATRIX:	VAPOR	VAPOR	VAPOR	VAPOR	VAPOR	VAPOR
UNITS:	ppm (v/v)					
DILUTION FACTOR:	1.0	1.0	1.0	1.0	1.0	1.0

ANALYTE

ANALYTE	2	3	4	6	8	10
Methane	1360	10 U	22	122	33	10 U

ppm (v/v) - Parts per million (volume-to-volume)
 U - Less than reported quantitation limit

166

MARYLAND SPECTRAL SERVICES, INC.
 1500 Caron Center Drive, Baltimore, MD 21227

METHANE BY EPA METHOD 8015 (GC/FID)

	11	12	14	16	18	20
CLIENT SAMPLE ID:	ATA	ATA	ATA	ATA	ATA	ATA
LAB SAMPLE ID:	03021214	03021215	03021216	03021217	03021218	03021219
SAMPLE DATE:	02/11/03	02/11/03	02/11/03	02/11/03	02/11/03	02/11/03
RECEIVED DATE:	02/12/03	02/12/03	02/12/03	02/12/03	02/12/03	02/12/03
ANALYSIS DATE:	02/13/03	02/13/03	02/13/03	02/13/03	02/13/03	02/13/03
INSTRUMENT ID:	GC-6	GC-6	GC-6	GC-6	GC-6	GC-6
MATRIX:	VAPOR	VAPOR	VAPOR	VAPOR	VAPOR	VAPOR
UNITS:	ppm (v/v)					
DILUTION FACTOR:	1.0	1.0	1.0	1.0	1.0	25
ANALYTE						
Methane	32	10 U	13	1730	20	60200

ppm (v/v) = Parts per million (volume-to-volume)
 U = Less than reported quantitation limit

167

MARYLAND SPECTRAL SERVICES, INC.
 1500 Caton Center Drive, Baltimore, MD 21227

METHANE BY EPA METHOD 8015 (GC/FID)

	21	22	24	26	28	30
CLIENT SAMPLE ID:	ATA	ATA	ATA	ATA	ATA	ATA
LAB SAMPLE ID:	03021220	03021221	03021222	03021223	03021224	03021225
SAMPLE DATE:	02/11/03	02/11/03	02/11/03	02/11/03	02/11/03	02/11/03
RECEIVED DATE:	02/12/03	02/12/03	02/12/03	02/12/03	02/12/03	02/12/03
ANALYSIS DATE:	02/13/03	02/13/03	02/13/03	02/13/03	02/13/03	02/13/03
INSTRUMENT ID:	GC-6	GC-6	GC-6	GC-6	GC-6	GC-6
MATRIX:	VAPOR	VAPOR	VAPOR	VAPOR	VAPOR	VAPOR
UNITS:	ppm (v/v)					
DILUTION FACTOR:	1.0	1.0	1.0	1.0	1.0	1.0
ANALYTE						
Methane	680	10 U	637	10 U	129	10 U

ppm (v/v) - Parts per million (volume-to-volume)
 U - Less than reported quantitation limit

168

MARYLAND SPECTRAL SERVICES, INC.
1500 Caton Center Drive, Baltimore, MD 21227

METHANE BY EPA METHOD 8015 (GC/FID)

CLIENT SAMPLE ID:	32	33	34	38	VBLK0213
	ATA	ATA	ATA	ATA	
LAB SAMPLE ID:	03021226	03021227	03021228	03021229	METHOD BLANK
SAMPLE DATE:	02/11/03	02/11/03	02/11/03	02/11/03	
RECEIVED DATE:	02/12/03	02/12/03	02/12/03	02/12/03	
ANALYSIS DATE:	02/13/03	02/13/03	02/13/03	02/13/03	02/13/03
INSTRUMENT ID:	GC-6	GC-6	GC-6	GC-6	GC-6
MATRIX:	VAPOR	VAPOR	VAPOR	VAPOR	VAPOR
UNITS:	ppm (v/v)				
DILUTION FACTOR:	10	2.0	1.0	1.0	1.0

ANALYTE

Methane	21000	5590	1970	10 U	10 U
---------	-------	------	------	------	------

ppm (v/v) - Parts per Million (volume-to-volume)
U - Less than reported quantitation limit

13
3-15-03

March 10, 2003

TO: Honorable Mayor and Members of City Council

FROM: Eric R. Wagner, Chairman
Alexandria Planning Commission



RE: **EISENHOWER EAST SMALL AREA PLAN**

On behalf of the Planning Commission, I am pleased to forward to City Council the Eisenhower East Small Area Plan for consideration and approval. The proposed Plan outlines a vision for a vibrant new urban, mixed-use neighborhood centered on Eisenhower Avenue. At the same time, the Plan outlines changes in existing land use and zoning that are intended to reduce the traffic volumes associated with development in the Eisenhower Valley and mitigate the traffic impacts on the rest of the City. This Plan also capitalizes on the site location and existing development and meets the principles outlined early in the process by the Council, including providing an economic development opportunity for the City. The Plan includes open spaces and parks, a balance of jobs and housing, new office and commercial, and a dynamic retail/entertainment center that will serve the residents of our city, as well as the larger region.

The Commission is very proud of the open, community-based process that was utilized to develop this plan. The outcome of the planning effort is in no small part due to the dedicated involvement of many community stakeholders, property owners, the development community, and staff from all applicable city departments. The Planning Commission hosted eight workshops during the course of the step-by-step, sixteen month planning process. During the course of the planning effort, we had more than eighty individuals who participated, with many who participated at all of our sessions. The Department of Planning and Zoning met frequently with property owners and the development community to ensure a thorough understanding of the elements of the evolving Plan and hosted workshops with other City departments to review the direction of the planning and seek input and ensure conformance with City requirements and policy.

The Eisenhower East planning area is unique within an urban environment. Its large land parcels and relatively few landowners provide a special opportunity for the City. The Carlyle development is exemplar of quality community planning and demonstrates the ability to significantly enhance this area of the City. In contrast, the existing zoning for the Eisenhower East area and the one currently approved concept plan are based upon a suburban model and are almost exclusively oriented to office development. If the development of East Eisenhower were to proceed under this model, the City's studies indicate that there would be significant negative vehicular traffic impacts.

Memorandum to Honorable Mayor and
Members of City Council
March 10, 2003
Page 2

The proposed Plan maximizes the use of the existing Metro station and enhances the use of transit, to create a true "transit village." The Plan establishes Eisenhower Avenue as an exciting urban boulevard that provides for the pedestrian and transit, as well as the local and through vehicular traffic. In fact, several Commissioners believe that we should rename Eisenhower Avenue to Eisenhower Boulevard in recognition of its enhanced status under the Plan. An urban grid of streets with wide landscaped sidewalks provides choices and alternative routes for the pedestrian and vehicles.

To enhance transit utilization and to mitigate vehicular traffic, the following seven integrated land use and transportation strategies are incorporated into the Plan:

- Create an urban grid of interconnected streets;
- Concentrate the greatest development at the Metro station;
- Achieve a balance between jobs and housing;
- Provide a reduction in development intensity;
- Extend neighborhood activity overall to a 16 hour per day/7 day per week period;
- Minimize the overall amount of parking and optimize short-term parking; and
- Maximize the use of transit facilities through a strong Transportation Management Plan.

An analysis comparing the traffic impacts under the Plan with the impacts on the area if it is developed under current zoning shows that in the morning peak hour, traffic will be reduced by 29%; in the afternoon peak hour, traffic will be reduced by 25%; and overall traffic will be reduced by 17%. The performance of all of internal intersections in the study area will be significantly improved. More importantly, the reduction in onsite traffic will provide substantial benefits for other neighborhoods in the City as fewer vehicles will travel to and from the Eisenhower East area under the proposed Plan.

The Plan provides for a mix of residential, office, hotel, and retail/entertainment uses to create a true mixed-use urban neighborhood that will be active through an extended day and throughout the week. The studies presented to us indicate there is a significant opportunity for a major retail/entertainment complex to be centered on the Metro and incorporating the current development in the Hoffman Town Center. The retail complex will offer amenities for all residents of Alexandria with restaurants and entertainment, and will build on the already successful theatre complex.

The historic open spaces (designated as Resource Protection Areas) along the waterways in Eisenhower East are proposed to be restored into community open space, and adjacent, new open space areas will provide "meadows" for active recreational uses. The landscaped streetscapes will provide the connecting tissue between a series of planned community "squares" and urban plazas will provide gathering spaces for the surrounding residents and office workers.

Memorandum to Honorable Mayor and
Members of City Council
March 10, 2003
Page 3

The architecture for the new Eisenhower East community will be guided by the Plan's urban design policies and principles. The Plan follows the principles found on King Street and generally calls for a continuous building wall along the street to define the streets as an important landscaped public and pedestrian space. The taller buildings, which will rise from lower building bases, are controlled so that the tallest buildings will be located at the Metro station and heights will taper down as one moves away from the station. The Plan encourages underground parking to assure that parking does not occupy a significant portion of the bulk of the buildings. To simplify the understanding of the Plan's intent for property owners, property developers, and the community, the primary land use and the size of structures are established in the Plan for each development block. This system is similar to the format that has been used successfully in the Carlyle development.

• • • • •

In summary, the Planning Commission is pleased to recommend unanimously the East Eisenhower Small Area Plan to City Council for adoption. This planning effort is the first of what we hope will be similar planning efforts within the City that will, with the input and support of a broad section of the community, define a new vision for Alexandria's neighborhoods and corridors. The Plan will provide a clear understanding of the City's vision for East Eisenhower and guidance for the development community. The Plan is the product of a consensus building process during which transportation, economic, market, development, engineering, design, planning, and community values were integrated into an interdependent whole. As the Commission did, we strongly urge the Council to approve the plan in whole as presented. We believe approval of the Plan and the on-going implementation program will help reduce traffic impacts from development in Eisenhower Valley and assure the city of a vibrant neighborhood that will complement and add to the city as a whole.

EXHIBIT NO. 2

Original by mail
3/17/03

IVINS, PHILLIPS & BARKER
CHARTERED

1700 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D.C. 20006-4723

TELEPHONE (202) 393-7600
FACSIMILE (202) 393-7601
IPB@IPBTAX.COM
WWW.IPBTAX.COM

13
315-03

JAMES S.Y. IVINS (1885-1960)
PERCY W. PHILLIPS (1892-1969)
RICHARD B. BARKER (1906-1988)

OF COUNSEL
JAY W. GLASMANN
DANIEL B. STONE
CLIFTON B. CATES III
JEANNIE LEAHY*
ELIZABETH LEVERAGE NEAL
DIRK J. J. SURINGA

LOS ANGELES OFFICE
1925 CENTURY PARK EAST
SUITE 2140
LOS ANGELES, CALIFORNIA 90067
TELEPHONE (310) 551-8633
FACSIMILE (310) 551-1188

* NOT ADMITTED IN THE DISTRICT OF COLUMBIA

H. STEWART DUNN, JR.
CARROLL J. SAVAGE
ERIC R. FOX
WILLIAM L. SOLLEE
CAROL K. NICKEL
ALAN WINSTON GRANWELL
LESLIE JAY SCHNEIDER
ROBERT H. WELLEN
KEVIN P. O'BRIEN
JOSEPH DeCARLO, JR.*
PATRICK J. SMITH
MICHAEL R. HUFFSTETLER
LAURIE E. KEENAN
JEFFREY E. MOELLER
STEVEN H. WITMER
ROSINA B. BARKER
JODI H. EPSTEIN
DEAN R. MORLEY
ERIC D. CHASON
ROBIN M. SOLOMON

ROBERT G. LORNDAL, JR.
COLLEEN L. S. MARKHAM
MARLENE E. LARO
DAVID D. SHERWOOD
AMY D. HEALY
STEFAN PRENTISS SMITH*
H. CARTER HOOD
DANIELLE E. ROLFES*

March 11, 2003

The Honorable Kerry J. Donley
Mayor
Room 2300, City Hall
301 King Street
Alexandria, VA 22314

Re: East Eisenhower Plan

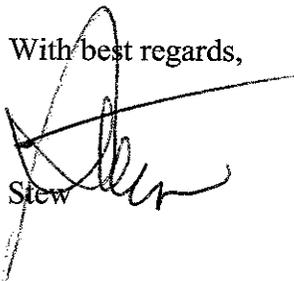
Dear Kerry:

I note that the East Eisenhower Plan is on your agenda for March 11th. As a member of the Planning Committee and as a citizen, I want to commend this plan to you and I urge you to support it.

This plan was carefully developed over more than a year by the staff and Planning Commission with direct input from the Council. The staff and Commission sought and received input from landowners, residents, citizens and all other interested persons throughout this extensive process. All views were carefully considered and the plan that will be presented to you reflects all views and all relevant factors.

In my opinion, the East Eisenhower Plan is the well balanced result of a superb planning process that should be the model for future plans. Eileen Fogarty and her staff deserve great credit and the support of the Council.

With best regards,


Stew

March 11, 2003

13
3-15-03

The Honorable Mayor and Members of City Council
City of Alexandria
City Hall
301 King Street
Alexandria, Virginia 22314

Re: **Eisenhower East Small Area Plan**

Dear Mr. Mayor and Members of Council:

The undersigned represent property owners within the Eisenhower East area: Alexandria Mini Storage, LLC, American Trucking Associations, Inc., Hoffman Company, Hooff/Fagelson Tract, LLC, and Simpson Development Company, Inc.

As property owners in the Eisenhower East Area, we have followed the Comprehensive Planning process initiated by the City and wish to commend the City Staff for its willingness to communicate with the landowners and for their hard work on the project. There are, however, three specific issues that we have identified as significant for all of us, and by this letter we would like to describe these issues and direct staff to prepare certain amendments to the Plan.

I. **Underground Parking/Soil Conditions.**

The Plan provides that two levels of parking must be placed underground or the owner will be penalized with a reduction of occupiable floor area. This reduction results by including parking floor area within the allowable square footage designated for each block.

As we have testified, and the Staff has acknowledged, properties throughout the Eisenhower East area were originally marshland or landfill sites and therefore excavation of these sites raises environmental safety concerns. There is evidence of methane gas, fly ash, contaminated ground water and other soil contamination which make it extremely difficult to construct underground. Studies have been performed both by landowners and by the City which bears out this conclusion. Construction of

March 11, 2003

Page 2

underground parking would require extensive remediation and extraordinary expense. In addition to the excessive cost, a more important issue is the question of safety. Regardless of the cost of protection against methane gas and soil contaminants, safety and liability concerns will preclude some owners from entertaining underground parking. Also, it should be said that the excessive cost to construct underground parking in certain areas may dissuade owners from constructing to the higher level urban density envisioned by the Plan and result in the Plan not being fulfilled over time.

Requested Amendment. We understand that underground parking is an important element of the Plan, and for this reason we are not suggesting that no underground parking is possible. Underground parking, however, may be infeasible in specified locations within the Eisenhower East area. We therefore are requesting City Council to afford each owner an opportunity to obtain relief from some or all underground parking requirements as a result of methane gas and other soil considerations because of public health and safety reasons, as well as cost, without being penalized with a reduction in occupiable floor area. Relief could be sought by each owner depending upon the condition of the soil in each block through a process set forth in the Plan. Such relief would not change the number of spaces to be provided; and the development would remain subject to the architectural treatment requirements of the Plan. We therefore request Council to direct Staff to develop this legal mechanism as a safety valve for unusual conditions that may occur on certain properties within the area.

II. Underlying Zoning.

Although we have participated in the process for many months, a publication of the proposed zoning text amendments for the Eisenhower East area included certain recommendations that had not been discussed previously. The most crucial proposed text amendment is the reduction of density within the underlying zoning for certain properties. With the establishment of the South Carlyle Coordinated Development District, most of the properties within this area presently have a 1.5 floor area ratio permitted under the existing zone. The establishment of the guidelines for the South Carlyle Coordinated Development District reduces the underlying zoning density to a 1.0. Also, by including certain other properties within the Eisenhower Avenue Metro Coordinated Development District, which

previously had not been included, these properties were reduced in density with respect to underlying zoning from 1.5 to 1.25.

Requested Amendment. We request that the City Council restore the underlying zoning floor area ratio presently applicable to these properties as the proposed density reductions are inconsistent with the framework upon which our support of the proposed plan was based.

III. Tax District.

The Plan recommends creation of a special tax district to raise funds to finance infrastructure improvements in the Eisenhower East area (Eisenhower East Plan, page 7-3). We understand the motivation behind creation of such a tax district; that is, to provide funds that may not otherwise be available for public amenities in a new urban community. However, the brief mention of the tax district in the Plan leaves many questions unanswered, and we reserve judgment on this proposal until issues such as the process for adoption, the amount of additional tax to be required and the proposed use of such funds is presented in more detail and discussed thoroughly with landowners and the general public.

IV. Conclusion.

Again, we commend Staff for its efforts on this project and look forward to working together to create a new community within the Eisenhower East area. We request that City Council consider carefully our recommendations discussed above and adopt appropriate amendments.

Respectfully submitted,



Alexandria Mini Storage, LLC

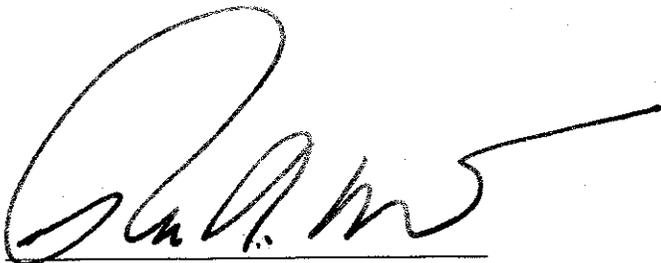


American Trucking Associations, Inc.

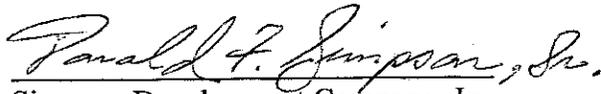


Hoffman Management Company

March 11, 2003
Page 4



Hooff/Fagelson Tract, LLC



Simpson Development Company, Inc.

cc: Philip Sunderland
Eileen Fogarty
Kimberley Fogle

13
3-15-03



Sandy Murphy
03/12/03 02:54 PM

To: Beverly I Jett/Alex@Alex
Subject: EISENHOWER EAST PLAN

--- Forwarded by Sandy Murphy/Alex on 03/12/03 02:45 PM ---



<cunningr@erols.com
>
03/12/03 02:20 PM

To: <mayoralx@aol.com>, <billclev@comcast.net>, <eberweincouncil@comcast.net>, <wmeuille@wdeuille.com>, <delpepper@aol.com>, <dspeck@aol.com>, <council@joycewoodson.net>
cc: <sandy.murphy@ci.alexandria.va.us>, <mlynsmith@comcast.net>, <mbrandon99@comcast.net>, <beth.temple@ci.alexandria.va.us>, <joanne.pyle@ci.alexandria.va.us>, <judy.stack@ci.alexandria.va.us>, <barforce.baldwin@ci.alexandria.va.us>
Subject: EISENHOWER EAST PLAN

I urge you to defer approval of the Eisenhower East Plan. Prior to making a decision, efforts need to be directed toward completing a citywide transportation analysis and updating the City's neighborhood-based master plan. Once this is done, we will be in a better position to adequately assess the direct and cumulative consequences of this Plan. With this in mind, please defer approval of the Eisenhower East Plan until these necessary actions are first completed. Thank you for your kind consideration concerning this important matter.

Regards,

Rich Cunningham
Alexandria, VA

3-15-03

Beverly I Jett

03/14/2003 08:46 AM

To: Barbara L Carter/Alex@Alex
Subject: Consideration of Eisenhower East Plan at 3/15 Public Hearing

----- Forwarded by Beverly I Jett/Alex on 03/14/03 08:51 AM -----

mary lisa madell
<mlmadell@yahoo.co
m>

03/13/03 04:33 PM

To: <beverly.jett@ci.alexandria.va.us>
cc:
Subject: Consideration of Eisenhower East Plan at 3/15 Public Hearing

Dear Ms. Jett:

I am writing regarding the public meeting to be held on March 13, 2003, in specific docket item 13, consideration of MASTER PLAN AMENDMENT #2003-0002, REZONING #2003-0001, TEXT AMENDMENT #2003-0001.

As a resident of a near-by neighborhood, I am greatly concerned about the impact of the amendments to the master plan that the Planning Commission has made. Clearly, the Commission has made an effort to ensure that traffic within the Eisenhower East area is manageable. The plan is significantly flawed, however, in that it does not consider the effect of this very large build-out on other parts of the City. It is intuitively obvious that traffic congestion along Duke Street, from Old Town past Cameron Station, will be terrifically worsened by this expanded development. The traffic impacts on these and other neighborhoods (including those affected by other development activities such as the new Wilson Bridge) have not been studied. I therefore ask that the Council defer approval of the plan until a complete City-wide transportation analysis can be performed, that will look at the effect of further development in Eisenhower East and other approved development.

Since I will be out of town on the 15th, I will not be able to attend the public meeting, but I do want to make my strong feelings on this issue known. Traffic is a major quality of life consideration for Alexandria, and all future development must be evaluated in light of its impacts on our already congested streets. The City-wide transportation study, which has not yet been completed, is key to this evaluation. The City Council needs to ensure that the quality of life in all parts of the City is protected and enhanced, and that is why I hope that the City Council will vote to defer approval of the Eisenhower East plan.

Sincerely yours,

Mary Lisa Madell
500 West Taylor Run Parkway



Beverly I Jett
03/14/2003 08:47 AM

To: Barbara L Carter/Alex@Alex
Subject: Eisenhower East connector

13

3-15-03

----- Forwarded by Beverly I Jett/Alex on 03/14/03 08:52 AM -----



<the.tylers@verizon.net>
03/13/03 09:03 PM
Please respond to
the.tylers

To: <beverly.jett@ci.alexandria.va.us>, <mayoralx@aol.com>, <billclev@comcast.net>, <eberweincouncil@comcast.net>, <wmeuille@wdeuille.com>, <delpepper@aol.com>, <dspeck@aol.com>, <council@joycewoodson.net>, <ghparry@fortebrio.com>
cc:
Subject: Eisenhower East connector

We are strongly opposed to the Eisenhower East Plan and ask that you at least defer approval until completion of the city-wide transportation study.

Mr. and Mrs. William F. Smith

13

3-15-03



Beverly I Jett

03/14/2003 12:27 PM

To: Barbara L Carter/Alex@Alex
Subject: City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)

----- Forwarded by Beverly I Jett/Alex on 03/14/03 12:32 PM -----



<butlers2@erols.com>

03/14/03 12:51 PM
Please respond to
butlers2

To: <beverly.jett@ci.alexandria.va.us>
cc:
Subject: City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)

**City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)**

Time: [Fri Mar 14, 2003 12:51:26] IP Address: [65.201.149.26]

Response requested:

First Name: Jim

Last Name: Butler

Street Address: 406 Skyhill

City: Alexandria

State: VA

Zip: 22314

Email Address: butlers2@erols.com

Comments: FYI - sent to Mayor and Members of
Council re Eisenhower East

Dear Mayor and Members of City Council:

The Clover-College Park Civic Association would like to go on record in support of the proposal of the Seminary Hill Association to allow an average of 1.3 parking spaces per 1000 gross square feet for the remaining office space build out in Eisenhower East, with no allowance for short-term parking. This proposal seems reasonable given that the currently proposed plan for Eisenhower East provides parking at a significantly higher rate than the approved Mill Race project, resulting in an estimated 25,000 parking spaces. Under the SHA proposal, about 1,800 parking spaces will be reduced.

Even with this further reduction in parking, traffic on Duke Sreet and other arterials, to

a large extent due to the build out of E, will be considerably worse in twenty years, compared to now. The proposal from the Seminary Hill Association is a step in the right direction toward protecting the neighborhoods which will be most affected by the Eisenhower East traffic.

Thank you for your consideration in this matter.

Sincerely,

Jim Butler
President



Beverly I Jett
03/14/2003 03:59 PM

To: Barbara L Carter/Alex@Alex
Subject: Eisenhower East Small Area Plan

13
3-15-03

----- Forwarded by Beverly I Jett/Alex on 03/14/03 04:04 PM -----



Ginny Hines Parry
<ghparry@fortebrio.com>
m
03/14/03 03:54 PM

To: "Kerry J. Donley" <mayoralx@aol.com>, "William D. Euille" <wmeuille@wdeuille.com>, Bill Cleveland <billclev@comcast.net>, Claire Eberwein <eberweincouncil@comcast.net>, Del Pepper <delpepper@aol.com>, David Speck <dspeck@aol.com>, Joyce Woodson <council@joycewoodson.net>
cc: Beverly Jett <beverly.jett@ci.alexandria.va.us>, Eileen Fogarty <eileen.fogarty@ci.alexandria.va.us>, Linda Couture <coutalex@aol.com>, Katy Cannady <kcannady@erols.com>, Frank Putzu <SPutzu@aol.com>, Carmen Silva Gonzales <c_s_gonzales@yahoo.com>

Subject: Eisenhower East Small Area Plan

March 13, 2003

The Honorable Mayor and City Councilmembers
301 King Street
Alexandria, VA 22314

Dear Mayor and Members of City Council,

Alexandrians for Sensible Growth, Inc. (ASG) wants to commend Eileen Fogarty, Alexandria's Planning and Zoning Director, her staff and the Alexandria Planning Commission for initiating the Eisenhower East small area plan. We appreciate that it has been a very complicated endeavor, but one that nonetheless has been very worthwhile. The plan is a wonderful example of a positive, collaborative effort between citizens and staff.

As we stated in a letter to the Planning Commission on March 4th, ASG has identified two areas in the Eisenhower East plan that still need to be addressed: traffic and parking. It seems imperative that a traffic impact study of the Eisenhower East build-outs on the entire city is needed, the results of which should complement and be assimilated into this plan, as well as the Eisenhower West small area plan.

With regard to parking, ASG recommended to the Planning Commission that parking should be reduced in Eisenhower East. To that end, we support the proposal of the Seminary Hill Association for an average 1.3 parking spaces per 1000 gross square feet for the remaining office space build-out. This proposal will reduce the number of parking spaces by 1,800 and will be somewhat helpful to reducing traffic on Duke Street when Eisenhower East is built out. We urge City Council to also adopt the SHA parking ratio proposal. Seminary Hill Association is to be commended for making this proposal.

ASG appreciates this opportunity to comment on the Eisenhower East small area plan and looks forward to participating in the Eisenhower West planning process.

Sincerely,

Ginny Hines Parry, President
Alexandrians for Sensible Growth, Inc.

317 Skyhill Road
Alexandria, VA 22314
703-212-0982
ghparry@fortebrio.com



13
3-15-03

March 13, 2003

Hon. Kerry Donley, Mayor
and members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Re: Eisenhower East Small Area Plan - No. 2003-0001; 2003-0002

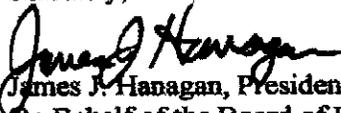
Dear Mayor Donley and City Council Members:

Since its incorporation in June 1994, the mission of the Partnership has been to promote development and redevelopment in the Eisenhower Valley. The Partnership, serves as a source of information on items of concern to members, both business and residential; promotes quality development through active involvement in the approval process with the community, developers and local government; encourages business location, expansion and retention by providing opportunities for networking; and provides leadership and deliberation for significant initiatives or issues which impact the development and prosperity of the Eisenhower Valley.

In keeping with its mission, the Eisenhower Partnership has been actively meeting with property owners and City representatives since the inception of the Plan for Planning which ultimately lead to the Eisenhower East Plan (the "Plan"). In meeting with the property owners, we understand there are still issues that need to be resolved, if not prior to Council approval, during the implementation process. A copy of a letter signed by property owners in Eisenhower East is attached. Implementation of the Plan will be challenging with issues such as underground parking/soil conditions, proposed zoning changes, and design concepts. The Plan only gives a brief mention to the possibility of a tax district. The Partnership feels that *if such a tax district is instituted*, that it must be fair and equitable in its adoption process, amount of tax and use of the funds. Successful implementation of the Plan will require cooperation and continued involvement between the City and the property owners in the area. The Partnership wishes to be involved in that process.

In the February 2003 draft of the Eisenhower East Plan, recently approved by the Planning Commission, the planning staff recommended methods of implementation, including, "Supporting the role of the City with assistance from existing organizations, such as the Eisenhower Partnership, building their capacity to take on a more active leadership role...." The Partnership wishes to remain active in reviewing the design guidelines and also be part of the implementation process. Therefore, the Eisenhower Partnership would like to reserve a role to assist the City of Alexandria in the implementation of the Eisenhower East Plan.

Sincerely,


James J. Hanagan, President
On Behalf of the Board of Directors

March 11, 2003

The Honorable Mayor and Members of City Council
City of Alexandria
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Eisenhower East Small Area Plan

Dear Mr. Mayor and Members of Council:

The undersigned represent property owners within the Eisenhower East area: Alexandria Mini Storage, LLC, American Trucking Associations, Inc., Hoffman Company, Hooff/Fagelson Tract, LLC, and Simpson Development Company, Inc.

As property owners in the Eisenhower East Area, we have followed the Comprehensive Planning process initiated by the City and wish to commend the City Staff for its willingness to communicate with the landowners and for their hard work on the project. There are, however, three specific issues that we have identified as significant for all of us, and by this letter we would like to describe these issues and direct staff to prepare certain amendments to the Plan.

I. Underground Parking/Soil Conditions.

The Plan provides that two levels of parking must be placed underground or the owner will be penalized with a reduction of occupiable floor area. This reduction results by including parking floor area within the allowable square footage designated for each block.

As we have testified, and the Staff has acknowledged, properties throughout the Eisenhower East area were originally marshland or landfill sites and therefore excavation of these sites raises environmental safety concerns. There is evidence of methane gas, fly ash, contaminated ground water and other soil contamination which make it extremely difficult to construct underground. Studies have been performed both by landowners and by the City which bears out this conclusion. Construction of

March 11, 2003
Page 2

underground parking would require extensive remediation and extraordinary expense. In addition to the excessive cost, a more important issue is the question of safety. Regardless of the cost of protection against methane gas and soil contaminants, safety and liability concerns will preclude some owners from entertaining underground parking. Also, it should be said that the excessive cost to construct underground parking in certain areas may dissuade owners from constructing to the higher level urban density envisioned by the Plan and result in the Plan not being fulfilled over time.

Requested Amendment. We understand that underground parking is an important element of the Plan, and for this reason we are not suggesting that no underground parking is possible. Underground parking, however, may be infeasible in specified locations within the Eisenhower East area. We therefore are requesting City Council to afford each owner an opportunity to obtain relief from some or all underground parking requirements as a result of methane gas and other soil considerations because of public health and safety reasons, as well as cost, without being penalized with a reduction in occupiable floor area. Relief could be sought by each owner depending upon the condition of the soil in each block through a process set forth in the Plan. Such relief would not change the number of spaces to be provided; and the development would remain subject to the architectural treatment requirements of the Plan. We therefore request Council to direct Staff to develop this legal mechanism as a safety valve for unusual conditions that may occur on certain properties within the area.

II. Underlying Zoning.

Although we have participated in the process for many months, a publication of the proposed zoning text amendments for the Eisenhower East area included certain recommendations that had not been discussed previously. The most crucial proposed text amendment is the reduction of density within the underlying zoning for certain properties. With the establishment of the South Carlyle Coordinated Development District, most of the properties within this area presently have a 1.5 floor area ratio permitted under the existing zone. The establishment of the guidelines for the South Carlyle Coordinated Development District reduces the underlying zoning density to a 1.0. Also, by including certain other properties within the Eisenhower Avenue Metro Coordinated Development District, which

March 11, 2003
Page 3

previously had not been included, these properties were reduced in density with respect to underlying zoning from 1.5 to 1.25.

Requested Amendment. We request that the City Council restore the underlying zoning floor area ratio presently applicable to these properties as the proposed density reductions are inconsistent with the framework upon which our support of the proposed plan was based.

III. Tax District.

The Plan recommends creation of a special tax district to raise funds to finance infrastructure improvements in the Eisenhower East area (Eisenhower East Plan, page 7-3). We understand the motivation behind creation of such a tax district; that is, to provide funds that may not otherwise be available for public amenities in a new urban community. However, the brief mention of the tax district in the Plan leaves many questions unanswered, and we reserve judgment on this proposal until issues such as the process for adoption, the amount of additional tax to be required and the proposed use of such funds is presented in more detail and discussed thoroughly with landowners and the general public.

IV. Conclusion.

Again, we commend Staff for its efforts on this project and look forward to working together to create a new community within the Eisenhower East area. We request that City Council consider carefully our recommendations discussed above and adopt appropriate amendments.

Respectfully submitted,



Alexandria Mini Storage, LLC



American Trucking Associations, Inc.



Hoffman Management Company

March 11, 2003
Page 4



Hooff/Fagelson Tract, LLC

Paul W. Simpson, Sr.
Simpson Development Company, Inc.

cc: Philip Sunderland
Eileen Fogarty
Kimberley Fogle



February 26, 2003

Mr. Eric Wagner, Chairman
and members of the Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Re: Eisenhower East Small Area Plan - No. 2003-0001

Dear Mr. Wagner and Planning Commission Members:

After reviewing the February 2003 version of the Eisenhower East Small Area Plan, it is evident that Ms. Fogarty and the planning staff have put a considerable amount of time and effort into the proposed Plan. The Eisenhower Partnership believes that the concepts set forth in this Plan will prove positive in the development of the area.

Successful implementation of the plan will require cooperation and continued involvement between the City and the stakeholders in the area. City staff has recommended a number of ways implementation of the plan can be handled, including, "Supporting the role of the City with assistance from existing organizations, such as the Eisenhower Partnership, building their capacity to take on a more active leadership role..."

Since its inception in August 1994, the mission of the Partnership has been to promote the development and redevelopment in the Eisenhower Valley. The Partnership, serves as a source of information on items of concern to members, both business and residential; promotes quality development through active involvement in the approval process with the community, developers and local government; encourages business location, expansion and retention by providing opportunities for networking; and provides leadership and deliberation for significant initiatives or issues which impact the development and prosperity of the Eisenhower Valley.

Therefore, the Eisenhower Partnership would like to reserve a role to assist the City of Alexandria in the implementation of the Eisenhower East Plan.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sharon B. Hodges".

Sharon B. Hodges
Executive Director



"Holland, Carolyn M."
<CAROLYN.M.HOLLA
ND@saic.com >

03/13/03 02:03 PM

To: "'beverly.jett@ci.alexandria.va.us'"
<beverly.jett@ci.alexandria.va.us>, "'mayoralx@aol.com'"
<mayoralx@aol.com>, "'billclev@comcast.net'"
<billclev@comcast.net>, "'eberweincouncil@comcast.net'"
<eberweincouncil@comcast.net>, "'wmeuille@wdeuille.com'"
<wmeuille@wdeuille.com>, "'delpepper@aol.com'"
<delpepper@aol.com>, "'dspeck@aol.com'" <dspeck@aol.com>,
'council@joycewoodson.net'" <council@joycewoodson.net>

Subject:

Mr. Mayor and Council members:

I strongly oppose the Eisenhower East Plan. To date you all have promised to protect the neighborhoods of Alexandria but your actions speak louder than words. How can this plan be approved when you all know that it will negatively impact the fabric of our neighborhoods. Where is/are the cumulative impact study(ies) examining the impact on the King/Quaker/Braddock intersection. How can you all give the developers what they want but disregard the people who have elected you?

My family has lived in Alexandria for over 15 years and we have watched it morph into a congested, poorly planned, overdeveloped city that no longer values families and their needs. A vote in support of this plan is a vote to destroy what makes Alexandria a special place to live. Please defer the approval of this plan to allow time to complete the city-wide transportation analysis that studies the impact of developments underway and planned as well as vote to substantially reduce the number of parking spaces in Eisenhower East.

Thank you and I trust that you all will vote to protect our neighborhoods.

Carolyn Holland
401 Cambridge Road
Alexandria, VA 22314

13
3-15-03



Bob Soltys
<bobsoltys@comcast.net>

03/11/03 02:38 PM

To: <beverly.jett@ci.alexandria.va.us>,
<"mayoralx@aol.com"@no.domain.spam>,
<"billclev@comcast.net"@no.domain.spam>,
<"eberweincouncil@comcast.net"@no.domain.spam>,
<"wmeuille@wdeuille.com"@no.domain.spam>,
<"delpepper@aol.com"@no.domain.spam>,
<"dspeck@aol.com"@no.domain.spam>,
<"council@joycewoodson.net"@no.domain.spam>

Subject: Eisenhower East Plan

13
3-15-03

Dear City of Alexandria Council Members, Mayor, Vice Mayor & Clerk:

We want each of you to know that, as residents and tax payers of Alexandria, we are strongly opposed to the proposal to develop the area known as Eisenhower East. We are very concerned about the quality of life & "livability" impact this plan represents. We feel there are tremendous risks and dire long range consequences. We implore you to make no decision on this plan until a thorough study is completed to analyze and assess the environmental, traffic, and neighborhood implications of the plan.

We will be watching and monitoring your individual actions, votes and opinions on this Subject and will cast our ballots accordingly.

Respectfully,

Bob & Patti Soltys
1409 Bishop Lane
Alexandria, VA 22302



"Stephen Sims"
<ssimsassoc@msn.co
m>

To: <beverly.jett@ci.alexandria.va.us>
Subject: Eisenhower East Plan

03/12/03 10:09 AM

13
3-15-03

Dear Ms. Jett:

Please pass the following letter to the Mayor and Council. Thank you.

Honorable Mayor and Council:

We are writing to express our opposition to the Eisenhower East Plan as it is now proposed. Specifically, we are very concerned about two traffic aspects of this plan. First, we have been surprised to learn that the City has not performed an overall analysis of the likely traffic impact on neighborhoods of the area plans for Eisenhower East, Eisenhower West, Cameron Station and Potomac Yard. And, secondly, remain extremely concerned at the City's apparent intention to force a connector road between the Eisenhower Valley and Duke Street via Roth Street. Such a road would be the end of Duke Street as we know it, coming on top of the current traffic jam on either side of Telegraph Road, which will soon be made even worse by the traffic from the PTO. It has been obvious for some years that a connector road, if required at all, needs to be west of Quaker Lane. The City had a logical solution with the existing overpass into what was then Cameron Station, but created the current problem by giving away that right of way. There is no reason why neighborhoods east of Quaker Lane should be made to suffer because of past bad planning decisions by the City.

Sincerely, Stephen and Bettina Sims, 500 Crown View Drive

The new MSN 8: advanced junk mail protection and 2 months FREE*
<http://join.msn.com/?page=features/junkmail>



"Reid, John Civ
AMCIR"
<ReidJ@hqamc-exchg.
army.mil>

03/13/03 12:43 PM

To: "'beverly.jett@ci.alexandria.va.us'"
<beverly.jett@ci.alexandria.va.us>, "'billclev@comcast.net'"
<billclev@comcast.net>, "'delpepper@aol.com'"
<delpepper@aol.com>, "'eberweincouncil@comcast.net'"
<eberweincouncil@comcast.net>, "'council@joycewoodson.net'"
<council@joycewoodson.net>, "'wmeuille@wdeuille.com'"
<wmeuille@wdeuille.com>, "'dspeck@aol.com'"
<dspeck@aol.com>, "'mayoralx@aol.com'"
<mayoralx@aol.com>

Subject: Eisenhower East Plan

I believe that approval of the Eisenhower East Plan should be deferred
to allow time to complete the city-wide transportation analysis that studies
the cumulative impact of developments underway and planned, and to
substantially reduce the number of parking spaces in Eisenhower East.

John Reid
143 Moncure Drive

13
3-15-03



"Reid, Rosemary D"
<ReidRD@state.gov>

03/13/03 03:42 PM

To: "'beverly.jett@ci.alexandria.va.us'"
<beverly.jett@ci.alexandria.va.us>, "'billclev@comcast.net'"
<billclev@comcast.net>, "'delpepper@aol.com'"
<delpepper@aol.com>, "'eberweincouncil@comcast.net'"
<eberweincouncil@comcast.net>, "'council@joycewoodson.net'"
<council@joycewoodson.net>, "'wmeuille@wdeuille.com'"
<wmeuille@wdeuille.com>, "'dspeck@aol.com'"
<dspeck@aol.com>, "'mayoralx@aol.com'"
<mayoralx@aol.com>

Subject: Eisenhower East Plan

I believe that approval of the Eisenhower East Plan must be DEFERRED to allow time to complete the city-wide transportation analysis that studies the cumulative impact of developments underway and planned, and to substantially reduce the number of parking spaces in Eisenhower East.

Rosemary Reid
143 Moncure Drive

13
2-15-03

13
3-15-03



KK Baran
<kbaran_2000@yahoo.com>

03/10/03 08:33 PM

To: <beverly.jett@ci.alexandria.va.us>, <mayoralx@aol.com>, <billclev@comcast.net>, <eberweincouncil@comcast.net>, <delpepper@aol.com>, <dspeck@aol.com>, <council@joycewoodson.net>
Subject: Eisenhower East

I opposed the proposal to build excessively in Eisenhower Valley. I will be unable to attend the City Council meeting of March 15 because I will be at work.

However, I am watching closely, along with my neighbors, to see that you DO THE RIGHT THING!!! Development of Eisenhower Valley requires care and diligence and haste will lead to regret.

Kathryn Kavanagh Baran
1608 Walleston Ct.
Alexandria VA 22302

Do you Yahoo!?
Yahoo! Tax Center - forms, calculators, tips, more
<http://taxes.yahoo.com/>

13
3-15-03



"Julie Olson"
<julieolson@mindspring.com>

03/11/03 09:09 AM
Please respond to
julieolson

To: <mayoralx@aol.com>, <billclev@comcast.net>, <eberweincouncil@comcast.net>, <wmeuille@wdeuille.com>, <delpepper@aol.com>, <dspeck@aol.com>, <council@joycewoodson.net>, <beverly.jett@ci.alexandria.va.us>
Subject: Eisenhower East Plan

Dear Mayor and Council:

I oppose the Eisenhower East plan, and will be at the meeting Saturday morning with neighbors who also feel strongly about this.

Julie Olson



Robert Koopman
<rbkoopman@comcast
.net>

03/11/03 09:16 AM

13
3-15-03

To: <mayoral@aol.com>, <BILLCLEV@comcast.net>,
<eberweincouncil@comcast.net>, <wmeuille@wdeuille.com>,
<delpepper@aol.com>, <dspeck@aol.com>,
<council@joycewoodson.net>,
<beverly.jett@ci.alexandria.va.us>

Subject: Opposed to Eisenhower East Plan

Dear Mr. Mayor, Vice Mayor, and City Council Members,

I am writing to express my strong opposition to the current proposal the Council will consider for development of Eisenhower East. My main concern with this proposed development, and others the council will soon be considering is the lack of a comprehensive, city-wide transportation analysis. As a resident of West Taylor Run Parkway and a frequent traveler on Duke Street I experience daily the growing frustration many Alexandrians have about how our wonderful city is being driven into gridlock by haphazard growth. The city needs to develop transportation plans that are integral to any further development, and those transportation plans need to place a premium on keeping Alexandria livable for its residents and its communities. I will be watching this debate closely and using my vote in future elections to influence this most critical issue the city faces about it's future.

Sincerely,

Robert B. Koopman
500 W. Taylor Run Parkway
Alexandria, VA 22314



"LISA BOEPPLE"
<lboepple@usafunds.or
g>

To: <BEVERly.jett@ci.alexandria.va.us>
Subject: here we go again

03/11/03 09:42 AM

13
3-15-03

as a resident at 303 Cambridge Road I am strongly opposed to the Eisenhower East plan



ROBERTSJIM@aol.com

03/10/03 05:24 PM

To: beverly.jett@ci.alexandria.va.us

Subject: Whoa; Let's Slow Down

13
3-15-03

Dear Ms. Jett,

Please ensure that my recommendation is recorded to table the Eisenhower East Plan.

Following is a copy of my appeal to the City Council to slow this process down until more data is gathered and until the need to dense pack the area with more cars and people is justified to the city's residents.

Kind Regards,

Jim Roberts
Dartmouth Road
Alexandria

Dear Members of the Alexandria City Council,

Oppose the planning commission's proposal to create Calcutta on the Potomac by tabling its recommendation to proceed with a build out of over 17 million square feet and about 25,000 parking spaces in Eisenhower Valley between Holland Lane and Telegraph Road.

This is the wrong initiative at the wrong time. Table it until the City-wide transportation study, authorized in Spring 2001, is finished.

Use this traffic study to determine the extent that the current Eisenhower East plan exacerbates traffic congestion in the rest of Alexandria--both in neighborhoods fronting Duke extending from Old Town to Cameron Station and along the City's east-west arterials through Rosemont and Del Ray.

Also, allow the study to ascertain the extent to which major intersections have been ignored--for example, no study has examined the cumulative impact on the King/Quaker/Braddock intersection.

Finally, why the rush to develop Eisenhower East now? The thinking way back when resulting in zoning allowing more dense packing of people and cars in Alexandria has been overtaken by a new community sentiment that wants a livable city; not Calcutta on the Potomac.

Slow down the rush to pave. Take the time to study the consequences first and then take more time to explain these consequences to the city. You are elected representatives; not dictators or developers.

Jim Roberts
Dartmouth Road
703-370-0330



"MacHarg, Jean"
<JMacHarg@PattonBo
ggs.com >

03/10/03 05:19 PM

To: "'mayoralx@aol.com'" <mayoralx@aol.com>,
"'billclev@comcast.net'" <billclev@comcast.net>,
"'eberweincouncil@comcast.net'"
<eberweincouncil@comcast.net>, "'wmeuille@wdeuille.com'"
<wmeuille@wdeuille.com>, "'delpepper@aol.com'"
<delpepper@aol.com>, "'dspeck@aol.com'" <dspeck@aol.com>,
"'council@joycewoodson.net'" <council@joycewoodson.net>,
"'beverly.jett@ci.alexandria.va.us'"
<beverly.jett@ci.alexandria.va.us>

Subject: Eisenhower East Plan

13
3-15-03

Dear Mayor and Council:

I oppose the Eisenhower East Plan.



"Zimmer, Michael J"
<Michael.J.Zimmer@B
AKERNET.com>

To: "beverly.jett@ci.alexandria.va.us"
<beverly.jett@ci.alexandria.va.us>
Subject: FW: Eisenhower East Plan

03/10/03 07:21 PM

13
3-15-03

We understand that Eisenhower East is the largest tract with the highest potential density that the City of Alexandria is likely to redevelop in coming decades. However, there has been no city-wide transportation analysis to guide the land use decision-making for Eisenhower East. No study has assessed the cumulative impact on the rest of Alexandria of this enormous development and the build-outs (underway and planned) at Potomac Yard, Cameron Station, Eisenhower West and numerous infill projects. These developments total over 30 million square feet and more than 40,000 parking spaces, resulting in more congestion, more air pollution and not enough transit usage for our historical City.

Even while enormous developments move forward, a City-wide transportation study authorized in Spring 2001 has slipped to the back burner before the Council. Completion of the analysis phase was expected by the end of 2002, but has been delayed now until mid-2004. City-wide land use and zoning actions should be equally delayed and linked to the results of such transportation study.

In essence, the "livability" of Eisenhower East was given a very high priority and proactively addressed by the plan, while the "livability" of existing neighborhoods and business districts external to Eisenhower East and located throughout almost all of Alexandria remains an unresolved problem. Right now the livability and property values would plummet under an immediate action scenario without any viable transportation planning.

Promises repeatedly have been made by the City to our local citizens that the new plan for Eisenhower East would "protect nearby neighborhoods." This goal has not been achieved. We ask you to honor those promises to protect neighborhoods and residents and people; and not developers, parking spots, shopping and office space escalation in already the 11th most dense urban environment in the country, the third worst traffic conditions in the country, and likely the top five worst environmental corridor for air emissions in the country--which this decision is about to exacerbate and make worse.

The Connector traffic analysis showed that the Eisenhower East area will be a major contributor to projected increases in Duke St. traffic--traffic well above the current bumper-to-bumper traffic we are all familiar with during rush hour periods and Saturdays. Gridlock logically will reign six days a week.

Although the plan appears to some to be sufficiently "transit-focused" to prevent gridlock internal to Eisenhower East, it only exacerbates traffic congestion in the rest of Alexandria--both in neighborhoods fronting Duke extending from Old Town to Cameron Station and along the City's east-west

arterials through Rosemont and Del Ray. Also, major intersections have been ignored--for example, no study has examined the cumulative impact on the King/Quaker/Braddock intersection at all. Why not? We think because the results of such a study are so obvious that they are not favored for public release.

During the past year, citizens participating in the Eisenhower East planning process repeatedly have sought to protect neighborhoods throughout the City by further reducing the number of parking spaces, but have been consistently rebuffed. We spoke at that time last year and it is another opportunity for local citizens to be heard.

We would like to formally request the Council to defer approval of the plan to allow time to complete the city-wide transportation analysis that studies the cumulative impact of developments underway and planned, and to substantially reduce the number of parking spaces in Eisenhower East. No action without transportation planning is not good politics, planning, representation, good environmental modeling and not good economics. There is no plausible value to a rush to judgment.

Please vote NO on Saturday now.

Michael J. Zimmer
Maureen A Zimmer
Kevin M. Zimmer
Amy E. Zimmer
Kristen C. Zimmer

PHONE-O-GRAM®

for: Council

13
3-15-03

From Francis & Lily March Company _____
City 403 Cambridge Road Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message Please vote no on Eisenhower East.

Date 3/11 Time 1:30 Taken by S

Action Wanted _____

Action Taken _____

PHONE-O-GRAM®

for: CC

13
3-15-03

From Alice Kiley Company _____
City Jannet's Lane Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message Please defer approval of plan for build-out in Eisenhower Valley. Allow time for City-wide transportation analysis. Would like to see number of parking spaces reduced than what is proposed. Also, concerned

Date 3/12/03 Time 1:35 Taken by Ky

Action Wanted about connector of Ross + Cambridge Sts.

Action Taken _____

PHONE-O-GRAM®

for: CC

13
3-15-03

M Howard Reese of 812 Cloncrest

Telephoned Returned your call Came in
 Will call again Please return the call See me

Message: Pls vote no on Eisenhower East.

Phone: _____ Date 3/12 Time 2:00 By SS



"Richard Hunt"
<hunts1@ix.netcom.com>
m>

03/15/03 01:39 PM

To: <beverly.jett@ci.alexandria.va.us>, <mayoralx@aol.com>, <billclev@comcast.net>, <eberweincouncil@comcast.net>, <wmeuille@wdeuille.com>, <dspeck@aol.com>, <council@joycewoodson.net>

Subject: Eisenhower East Plan

13
2-15-03

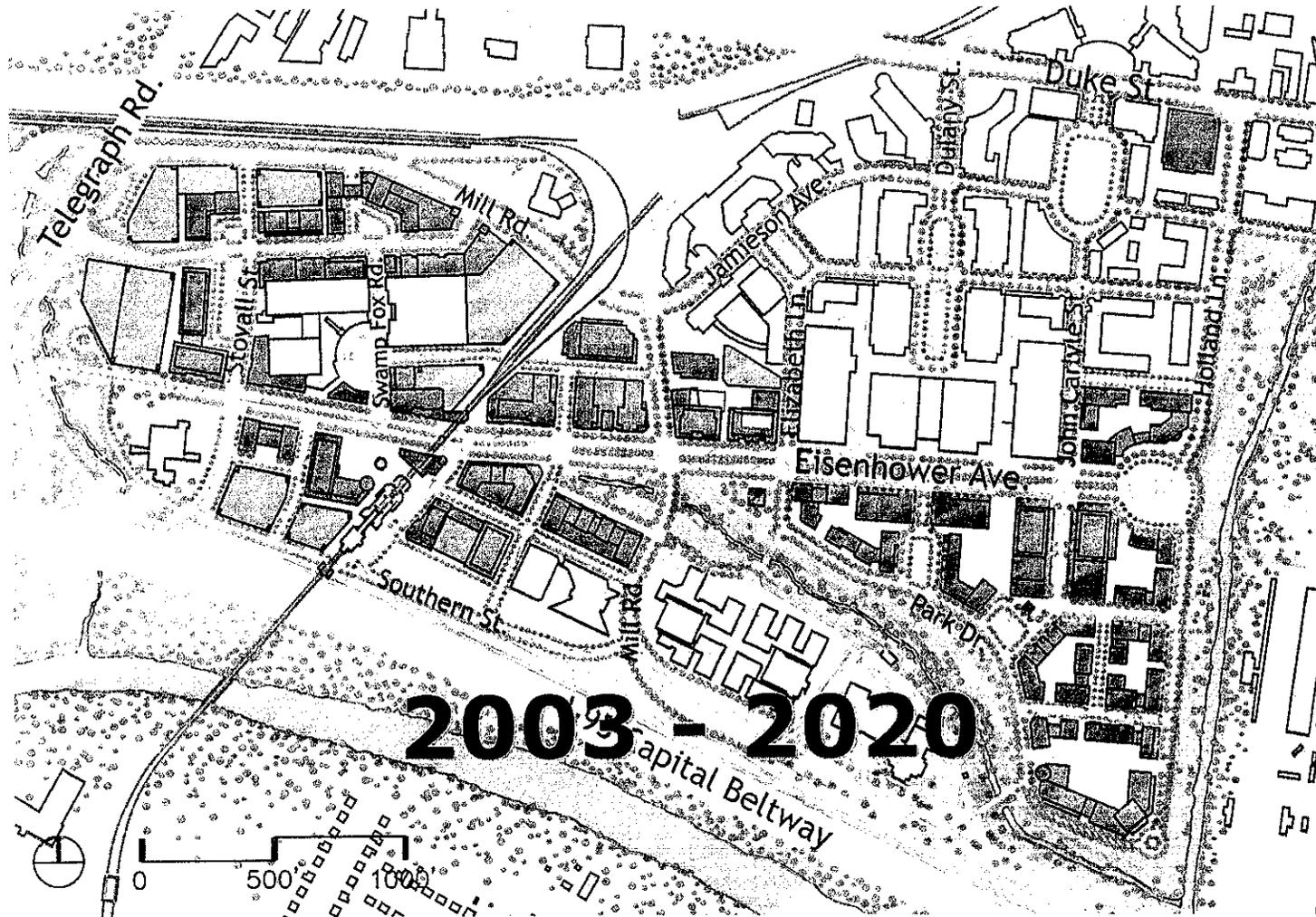
We writing to express our opposition to the plan to build out 17 million square feet with about 25,000 parking spaces. In the absence of a city wide traffic analysis of such a massive development, it seems especially foolish even to consider such a plan. Duke Street is already over burdened with traffic and will become more congested with the completion of the Patent office. An additional 17 million square feet of construction would threaten to make Duke an impassable corridor. This plan warrants careful study of its impact on traffic, livability, and the environment before council even puts it on the docket. The city should take up this plan only after it has studied an objective analysis of what 17 million square feet of building would have on the city as a whole, including Duke, Quaker, and the King/Braddock/Quaker intersection which will bear some of the commuting burden. I think most residents want a livable city, not one competing for the title of most densely developed and crowded.

Richard & Nancy Hunt

Eisenhower East Small Area Plan



Eisenhower East - Illustrative Plan



Eisenhower East Small Area Plan

A Need for Planning

- To preserve Alexandria's quality of life, The City needs to:
 - Manage the potential 6.5 million SF of development, integrating it with the 10.5 million SF approved/existing
 - Reduce the projected traffic impacts on neighborhoods
 - Encourage the creation of high-quality buildings
 - Create a rich mixture of activities to make an exciting/livable community
 - Provide for the integration of open space, pedestrian spaces and street systems

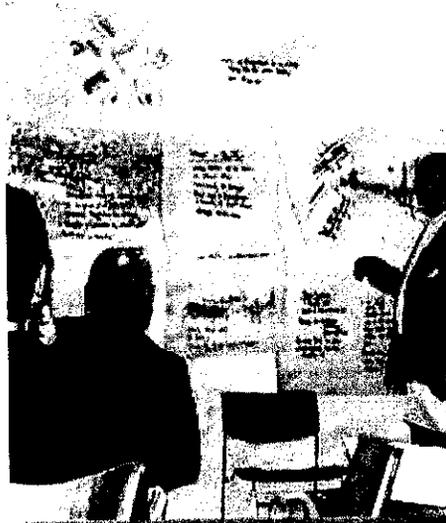


Eisenhower East Small Area Plan

Community Involvement

PHASE 1 Data Gathering and Analysis Phase

Compile/Analyze
Base Data



Circulation
- Regional traffic
patterns/
Existing streets/

Workshop 1 Agenda

Identify/Confirm
goals &
objectives for

PHASE 2 Framework Plan Alternatives Phase

Framework
Plan Alt 1

- Land Uses
- Circulation
- Development Intensity
- Open Space

Framework
Plan Alt 2

Workshop 2 Agenda

Review the
framework plan
alternatives

Review the
implementation
strategies for
public and
private infra-
structure

Select the
preferred
framework
alternative

PHASE 3 Sector Plan Alternatives Phase

Sector
Plan A

- Land
- Circul
- Devel
- Intens
- Urban
- Imple
- Strate

Sector
Plan A



Community Goals
Objectives

Infrastructure
Capacities

Implementation
Strategies/
Development
Feasibility

Property Owner/
Developer
Expectations

PHASE 4 Concept Plan Phase

- Open Space
- Streetscape
- Circulation
- Open Space
- Implementation Strategies
- Public/Private Actions

Document
Concept Plan

Develop
recommended
Implementation
actions

Council
Briefing

A Public Process

March 15, 2003

Major Achievements

- Creates a vital urban place, with a balance and mix of residential and office uses, open space, retail center
- Maximizes the use of transit and the Metro station
- Capitalizes on the character of Alexandria by defining the type, look, feel and physical environment of buildings
- Results in reduced traffic volumes within Eisenhower East, adjoining neighborhoods and throughout the City
 - Improves levels of service for all intersections
 - Study incorporated all projected City-wide growth in traffic for 20 years

Eisenhower East Small Area Plan

Creating an Urban Place

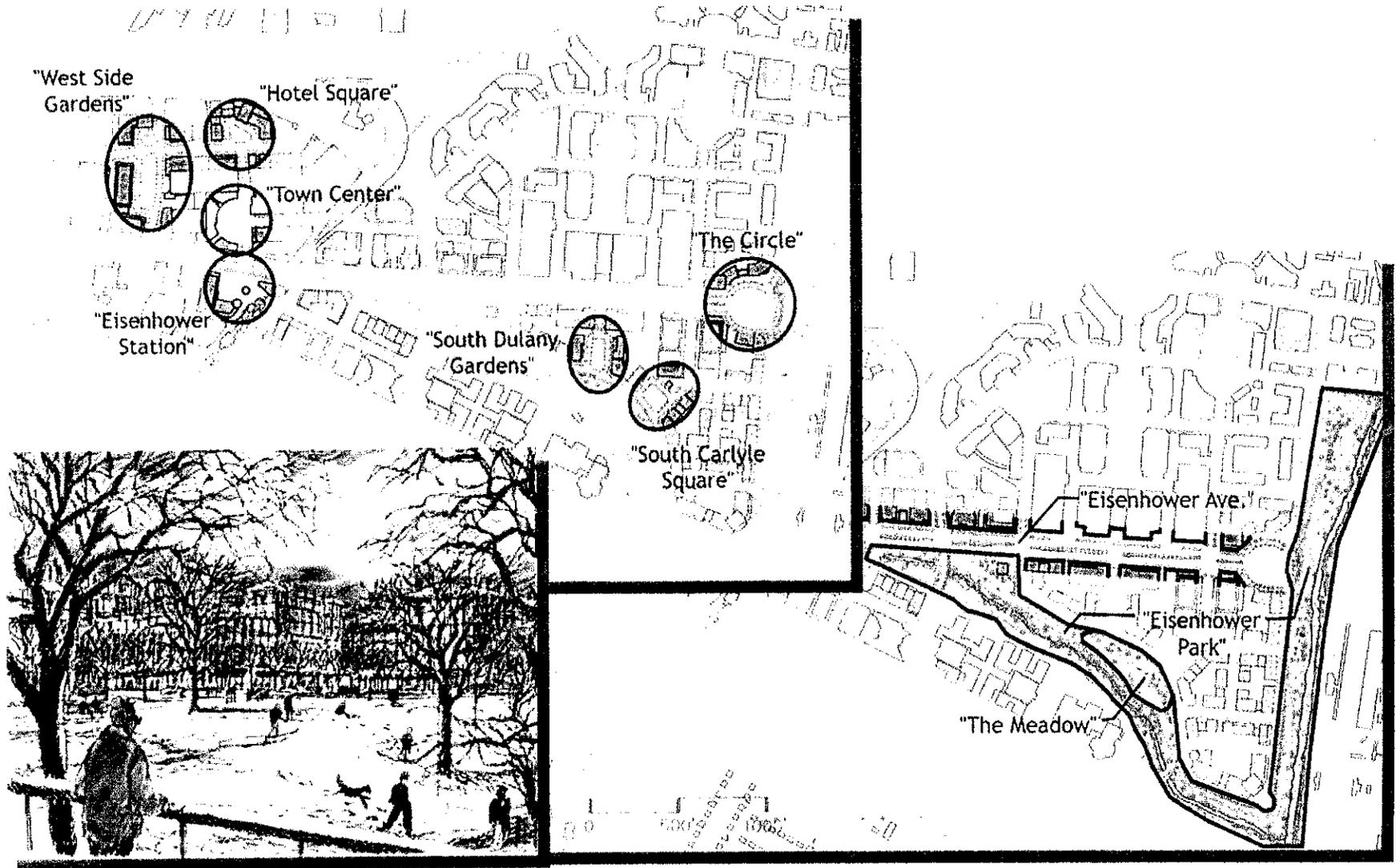
A Place to Live, Work, Shop and Play

- Mix of Office, Residential and Retail—
A Lively 16-Hour/7-Day Environment
- Retail/Entertainment Center
- Linked Public Open Space System
- Pedestrian Environment
- Transit



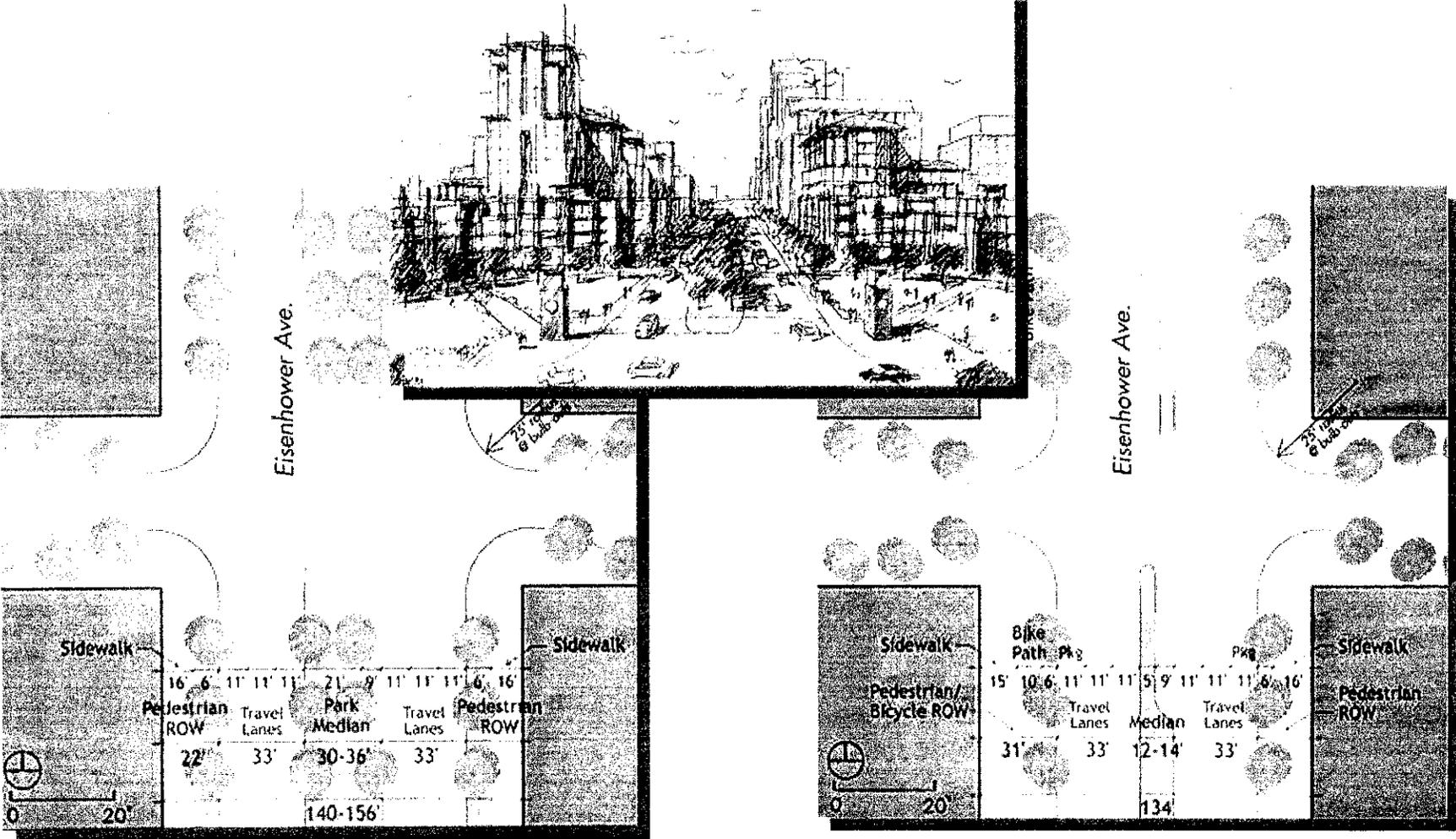
Eisenhower East Small Area Plan

Open Space Network



Eisenhower East Small Area Plan

Eisenhower Avenue as a Grand Boulevard



Land Use/Circulation Strategy

Seven Strategies for Reducing Traffic

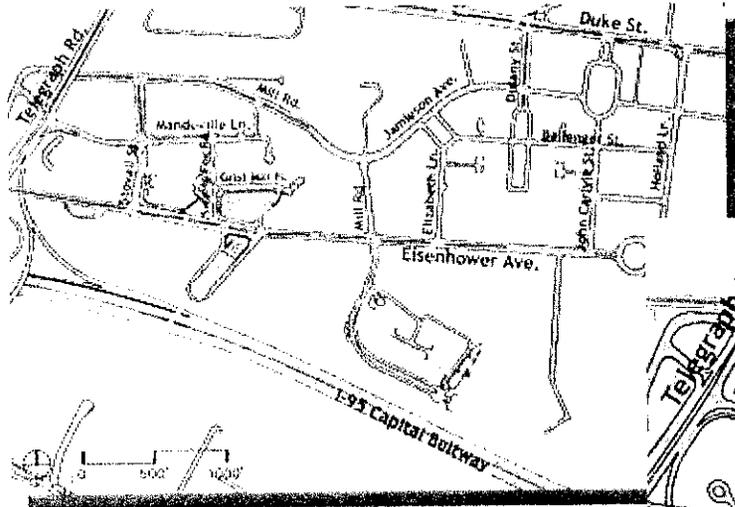
- **Create an Urban Street Grid**
- **Locate Uses adjacent to Metro**
- **Balance the Mix of Land Uses**
- **Reduce the Development Intensity**
- **Create a 16/7 Community with services to reduce secondary trips**
- **Manage the Parking Resources**
- **Establish an aggressive Transportation Management Program**

These strategies are integrated and interdependent

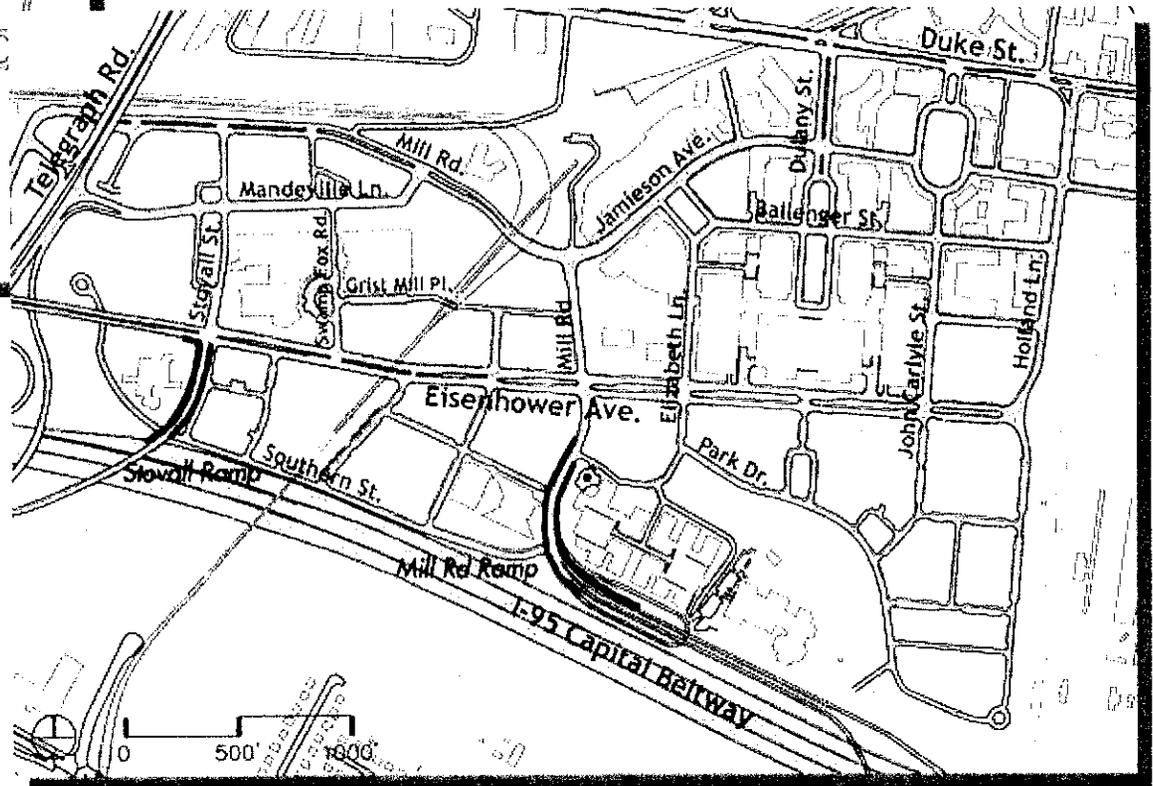
Eisenhower East Small Area Plan

An Urban Grid

- Reduce Traffic Congestion
- Promote Connectivity
- Provide Route Alternatives



Existing Streets



New Grid

Eisenhower East Small Area Plan

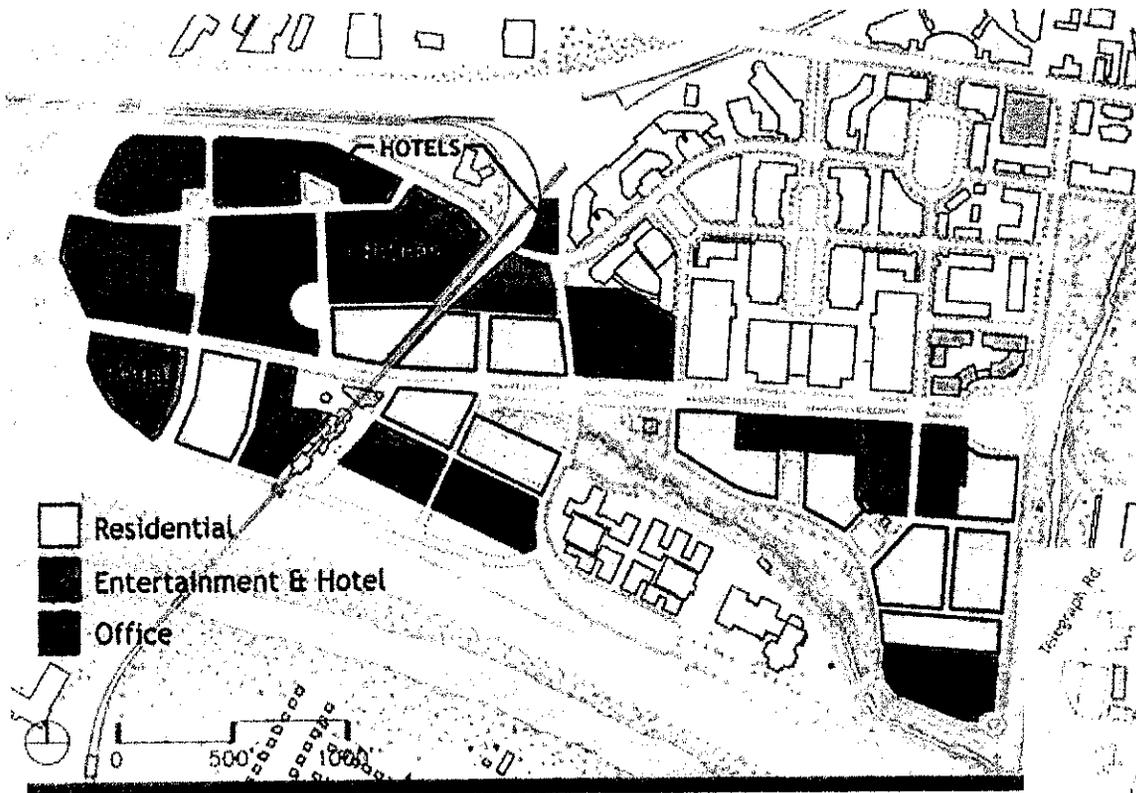
Land Use Strategy

• Concentration @ Metro

• Balance of Uses

- 44% Residential
- 44% Office
- 12% Retail

• Mix to Create Liveliness



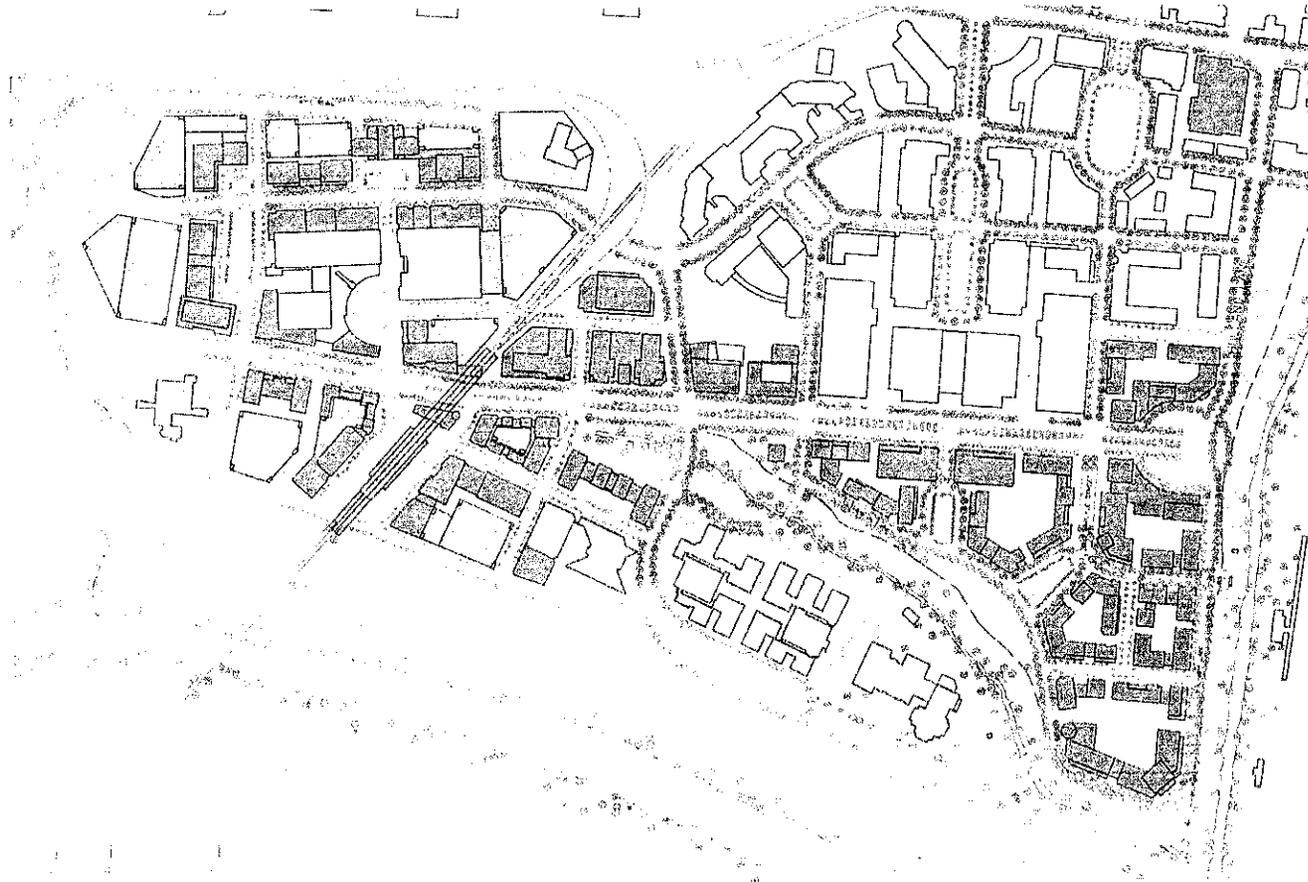
Primary Land Use



Retail overlay

Eisenhower East Small Area Plan

Reduce Development Intensity



Using Gross rather than Net will result in an approximate 1.5 million SF overall reduction in development intensity

Parking Strategy

Parking Maximums

- **Maximum parking ratio for each land use based upon distance from Metro**
- **Reflects equitable balance between traffic reduction and economic feasibility**

1500 Ft.
Radius

Parking Phasing

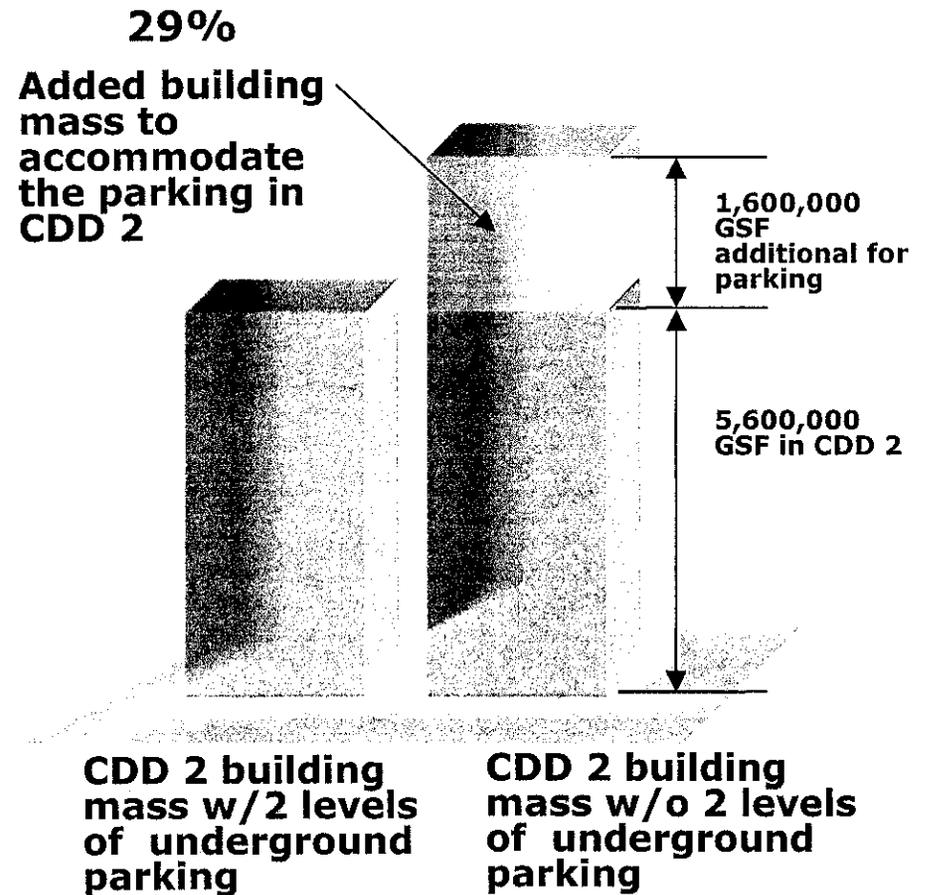
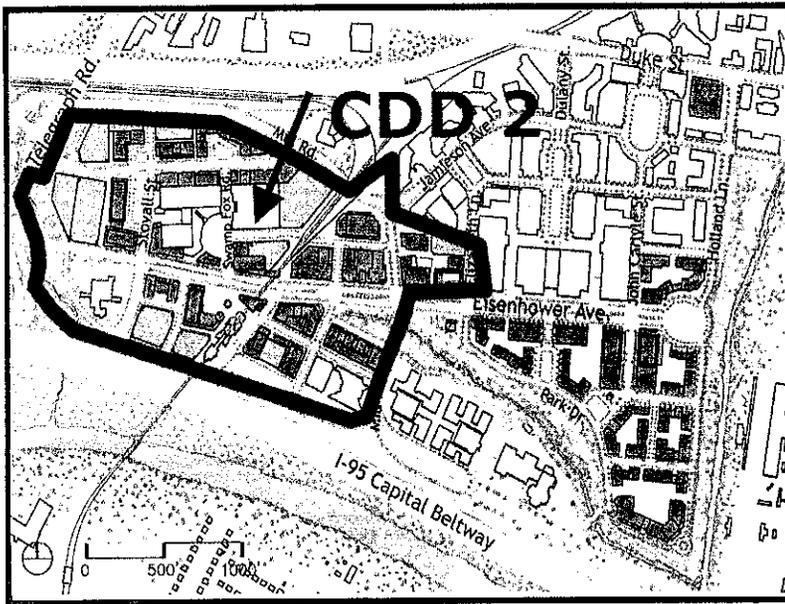
- **Parking must be brought into full compliance when 75% of the allowable build out for an owner occurs**

Parking – Visual Impact

- **Incentives provided to build two levels of underground parking**

Parking – Visual Impact

- Reduce the visual bulk of the buildings

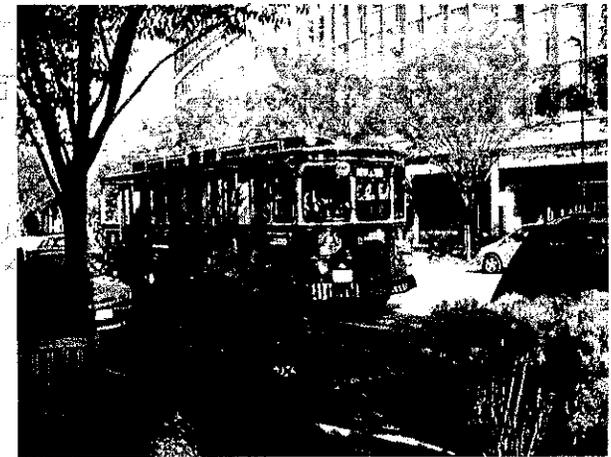


- Without underground parking, building mass in CDD 2 will increase by 29%

Transit

Transit is Key to the Plan's Success

- **Plan optimizes transit**
 - **Reduces number of SOVs by 43%**
 - **Limits the parking**
- **Every transit trip involves two pedestrian trips**
 - **Therefore, a quality pedestrian experience is essential**
- **Transportation and Land Use are linked**
 - **The seven strategies are essential**



The Seven Strategies Work!

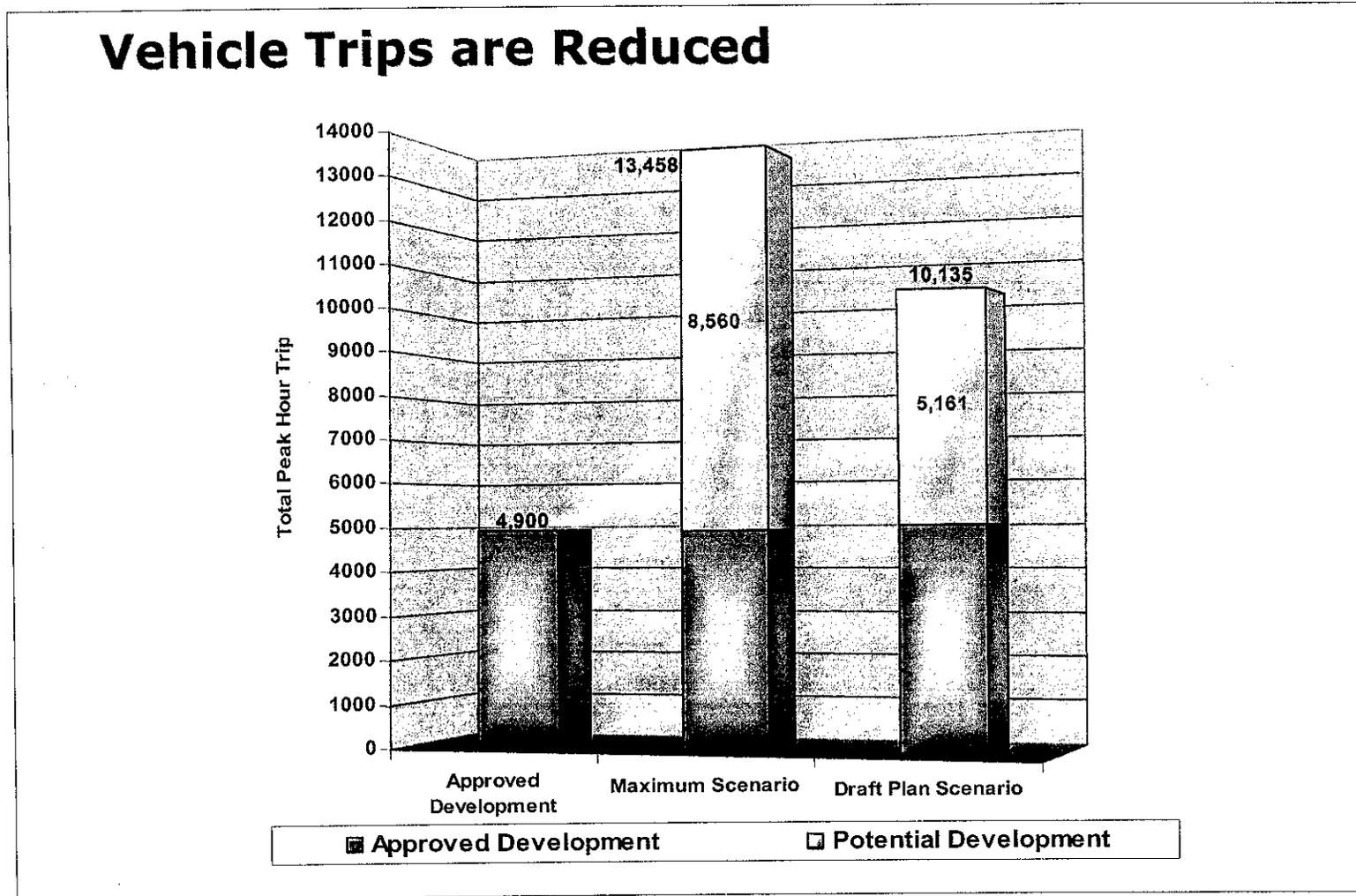
The Eisenhower East Plan

- **Reduces the number of cars and vehicle trips**
- **Reduces traffic impacts on residential neighborhoods and nearby streets**
- **Improves levels of service**
- **Integrates transportation system – people, cars, bicycles and transit**

The Eisenhower East Plan results in:

- **25% fewer trips in the PM peak hour than the build out scenario under the current zoning;**
- **29% fewer trips in the AM peak hour; and**
- **Overall reduction in average daily traffic (ADT) of 17%.**

The Seven Strategies Work!

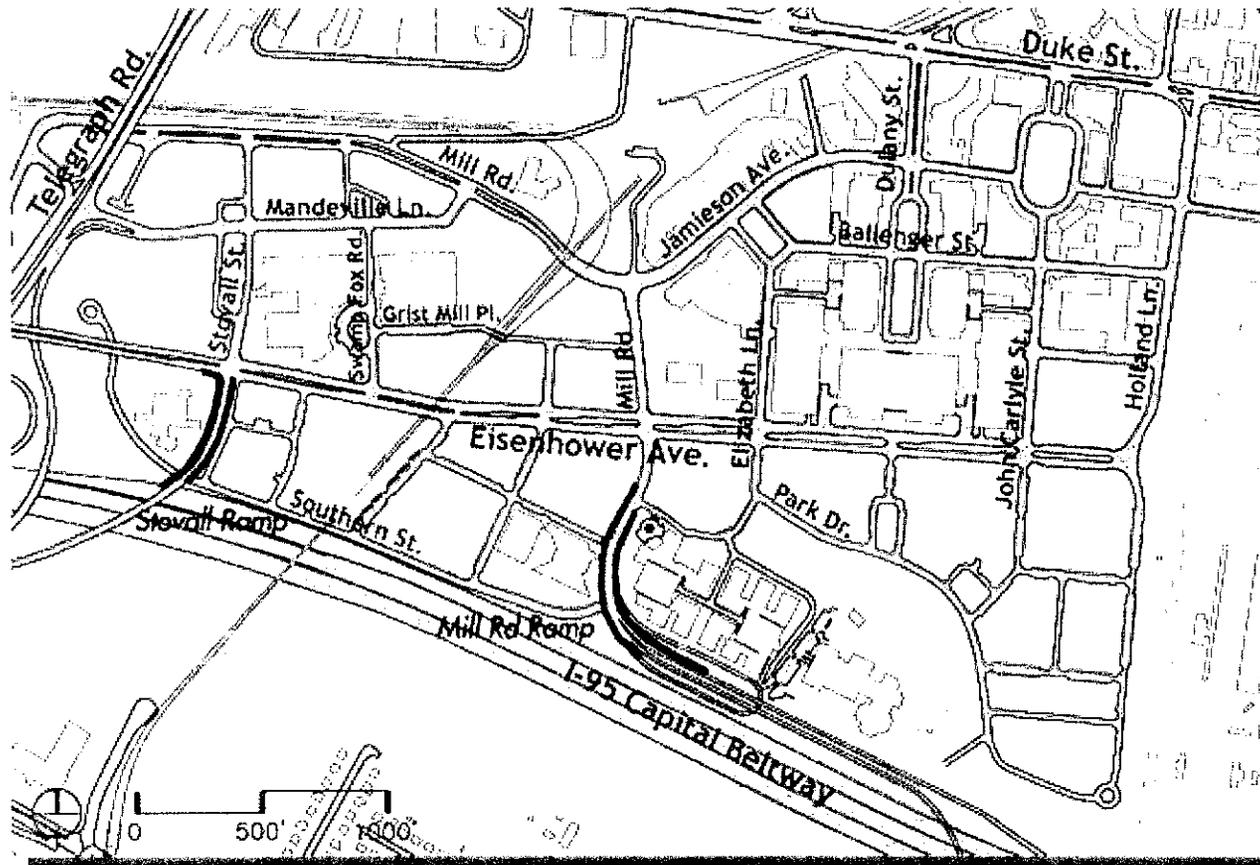


Buildout Total PM Peak Hour Traffic

Eisenhower East Small Area Plan

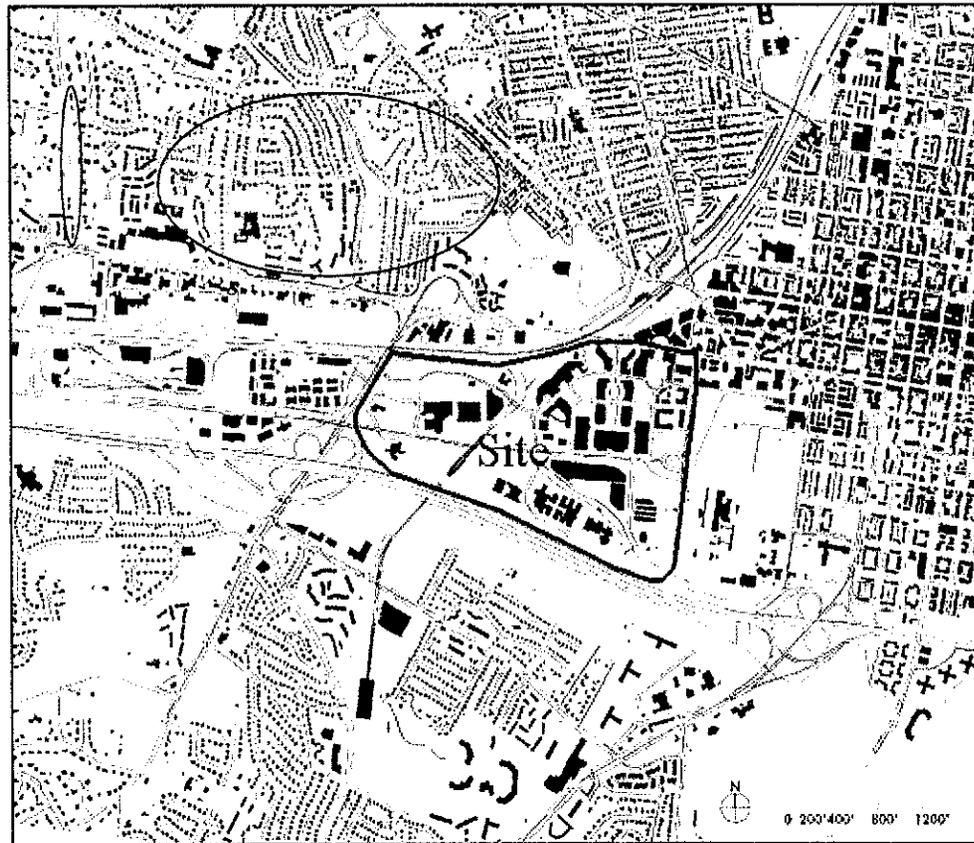
The Seven Strategies Work!

Infrastructure Works for All Modes



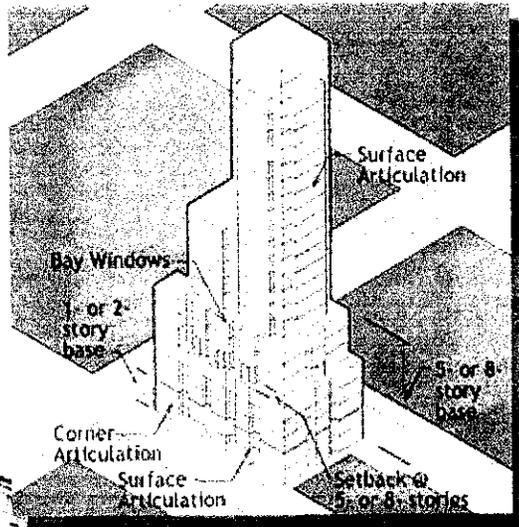
The Seven Strategies Work!

**Impacts on Neighborhoods and
Nearby Streets Minimized**



Eisenhower East Small Area Plan

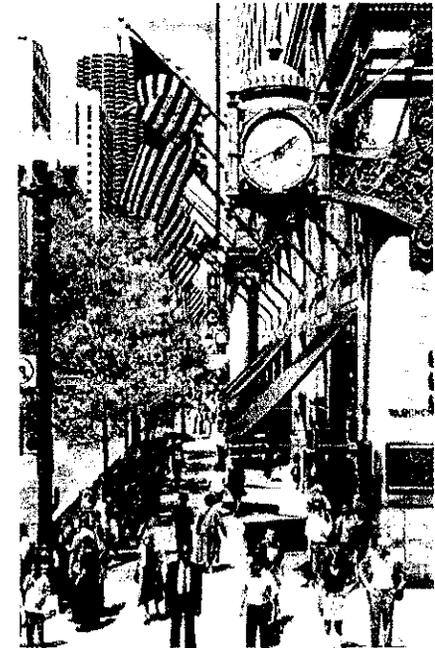
Urban Design Ensure Quality Streets and Buildings



Articulated Tops



Quality Materials



Street wall
Definition

Planning Commission unanimously endorses and recommends approval of:

- Eisenhower East Small Area Plan as part of the City's Master Plan, as amended
- Amended King Street/Eisenhower Avenue Metro Station Small Area Plan to delete the area covered under the Eisenhower East Small Area Plan
- Text amendment modifying existing CDD # 2 & Establishing CDD # 11
- Amended zoning map with new boundaries for CDD #1, CDD #2 & CDD # 11, as revised

Mr. Mayor, members of the City Council

Since my involvement in Alexandria development issues, I have seen the ugly, the bad and now the good. This plan is truly one of the best things this city has ever done and you Mr. Mayor deserve a great deal of credit for providing the stewardship that is bringing this forward. Also, Ms. Fogarty deserves credit for providing us with a very good and well thought out product indeed.

The plan before you symbolizes a radical departure from the ad-hoc and moves the city towards the urban planning necessary to develop this area.

I strongly support the plan and urge the adoption for the following reasons.

- Goes from measuring net to gross
- Provides mixed use, which reduces traffic and provides enhanced livability.
- Provides a grid system in order to promote traffic and pedestrian circulation.
- open space continuum

It is important to note that this is a plan that very much hinges on the implementation of all the individual pieces. Please bear that in mind.

The traffic reduction

	Traffic AM peak hour	% reduction	# cars reduced	Total PCT reduction
Now Net	8,949	-	-	
Now Gross	7,261	19%	1,689	19%
50/50 split Net	6,187	12%	2,762	31%
50/50 split Gross	4,957	14%	3,992	45%

Parking

Arlington bases parking ratios on the Transportation management plan (TMP) and availability of mass transit. The baseline or average is 1.74/ 1000 square feet of gross development. However they do not have short term parking in their vernacular and in some areas, like Roslyn, the ratio is down to 1/ 1000 square feet. For Potomac Yard, they have a graduated reduction in parking ratios over time. Based on the assumption that mass transit will improve over time.

From that perspective, the weighted average for the EE plan is 2.14 not counting street parking. To bring it into conformity with Arlington's baseline, let alone metro numbers, we should require 1.6 inside 1500 sq. ft and 2.0 outside and no so called short-term parking. I encourage you to bring it down, more in line with the numbers for transit oriented development.

Parking Table	2,548,000 Sq. Ft			
Weighted average parking Ratio	2.14	1.71	1.39	1.07
Number of workers	8918	8918	8918	8918
Absenteeism in %	0	0	0	0
Number of workers	8918	8918	8918	8918
Number of parking spots	5440	4352	3536	2720
Pct riding cars	61%	49%	40%	31%
Pct not riding single cars	39%	51%	60%	70%

Finally, the development community has expressed concerns about the Plan, but as Franklin Roosevelt said, " the only thing we have to fear is fear itself". This plan is not a detriment but an enhancement of their opportunities.

So, please adopt the plan with lower parking ratios.

Poul Hertel

Hearing on Eisenhower East Plan at City Council meeting, March 15, 2003

My name is Bill Hendrickson and I live in Del Ray at 304 E. Spring St. The Eisenhower East Plan is outstanding, and I strongly support it. I want to congratulate all those who participated in developing it. They should be very proud of what they've accomplished.

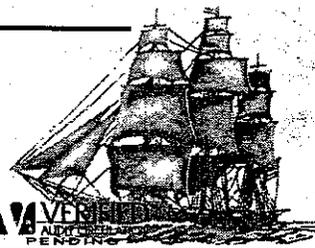
I'm particularly impressed by the integrated land use and transportation strategies designed to reduce the impact of traffic on city neighborhoods. It's going to be a challenge, however, to reach the goal of having 43 percent of people who work within 1,500 feet of the Metro station to arrive in non-single occupancy vehicles. This leads to the only real concern I have with the plan, and that is, the number of parking places allowed for office workers near the Metro. This is probably the only area where we have an opportunity to additionally reduce the number of cars coming into the area. There are maximums for what is allowed, but this essentially tells developers that they have a right to this many spaces. I'm not sure it's a good idea to lock in these maximums. Conditions change, and staff needs the leverage to negotiate lower levels of parking if at all possible. It's not clear that they would have this leverage. So I suggest you consider some kind of amendment to the plan that would make it clear to developers that the maximums are not rights to X amount of parking but rather perhaps guidelines of what could be allowed, depending on the economic, traffic, and other conditions that exist at the time as applications for specific developments are brought forward. Thank you.

ASG FOLLOWS VAN FLEET'S LEAD

I am elated that Alexandrians for Sensible Growth (ASG) have wholeheartedly endorsed my idea for a short term building moratoria for East Eisenhower. On the 4th of March I briefed the ASG "five" on this innovative idea that I have been spearheading for the past five years. I explained to the ASG members that now is the time to invoke this short term moratorium as the Supreme Court on the 23d of April last year ruled that short term moratoriums to assess and correct infrastructure needs are entirely legal. In fact the Court has stated in their findings that "moratoria are an essential tool of successful development". I also apprised them of three current building moratoriums in Maryland, specifically in Frederick, Rockville and Bethesda. The Frederick moratorium is related to a water shortage, in Rockville the moratorium is related to infrastructure needs and the Bethesda moratorium is related to increased mass transit rider-ship.

ASG has sent out an e-mail urging citizens to oppose the East Eisenhower plan and that a critical transportation analysis be formulated before the plan can be approved. Transportation shortcomings equate to infrastructure needs, and by asking to shut down this project until those needs are assessed is in essence a moratorium. Three years ago I was interviewed by the Gazette and the resultant headline of that interview read "Van Fleet: Alexandria Needs Building Moratorium". Where has ASG been during the past three years? As far as I am aware, there is no other citizen that has come forward publicly with this innovative solution to our "sprawl" problem. We need to assess all our infrastructure needs and develop a plan to correct those shortcomings before we build out anything more. Traffic emanating from the PTO, the new Wilson Bridge and Potomac Yard are all going to add to our congestion as the 9th densest city in the US.

Remarks by Townsend A. "Van" Van Fleet before Alexandria City Council on March 15, 2003



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MAY 2, 2002

Supreme Court Comes Through

To the Editor:

On April 23, the United States Supreme Court ruled that governments no longer are required to compensate private landowners when they temporarily prohibit them from building on their own land. In its findings, the court highlighted Fort Lauderdale, Florida, as one example where a building moratorium has recently been enacted.

Of the 17 candidates running in the last citywide election, I am the only one who called for a building moratorium. I supported this moratorium because I am opposed to growth and development that congests our roads, increases pollution, overcrowds our schools and deprives us of open areas and green space for recreation and enjoyment. This is smart growth.

Attorneys have referred to such moratoriums as the "taking" of private property, which requires government compensation. However, this new Supreme Court decision dictates that any claims will have to be considered on a case-by-case basis taking into effect the duration of a moratorium and the reasons cited in that decision.

The Alexandria City Council now has the authority to temporarily establish a building moratorium for the city as a whole or for specific sections of the city. Our great city has a weak infrastructure as the traffic congestion, pollution, sub-standard sewers, overcrowded schools, overstretched police and fire services are readily apparent to all.

Until we can ensure that our infrastructure can accommodate what we currently have already constructed we should not con-

tinue to build at racehorse speed. Right now we have 7,000 new housing units in the pipeline. Every day 195 new people arrive in Northern Virginia. By the year 2020 that means the population will have increased by 1.2 million people. This means about 500,000 new housing units and probably close to a million new cars will be trafficking our already overcrowded roads.

For years the City Council has continued to encourage development to ensure an ever-increasing tax base. To do so, knowing that we have a weak or broken infrastructure is absolutely irresponsible. Now the city government is working feverishly to develop the remaining portion of the Eisenhower Valley. The density of that development will be astronomical. Why not wait until the Wilson Bridge and the Patent Trade Office are finished before we jump into a new development? By the year 2020, some 95,000 more cars a day will be trafficking Duke and Eisenhower. That's indeed frightening.

We have to start chanting "slow it down." The mayor and Council have never met a developer they could say no to. It's now time to use this Supreme Court decision to pause and consider this insane development and use smart growth as our criteria to develop and redevelop the remainder of the City of Alexandria. Hopefully, the newly elected Council in 2003 will have the guts to do this.

**Townsend A. "Van"
Van Fleet
Alexandria**

Election 2000

Townsend: Alexandria Needs Building Moratorium

By ANNE L. BAILEY

Special Writer

Townsend A. Van Fleet sees a lot of new traffic rolling into Alexandria, and he wants to put the brakes on it.

As a result, Van Fleet, 65, is running for City Council on a "Anti-Sprawl" platform.

He has called for putting a moratorium on building major new developments in Alexandria until the city can come up with plans for building the new roads, schools and other infrastructure needed to handle them.

"Just slowing development is not the answer," Van Fleet said. "We are even beyond the point where it's appropriate to call for 'Smart Growth.'"

"We are at or near the saturation point. We need a moratorium on major building projects in the city, until we can assess the impact of the 6,000 new homes we have on deck right now," he said. "They are going to have a big impact on our quality of life. We need to come up for plans for dealing with them."

Van Fleet was referring to new houses either being built or approved for construction, according to the city records, and the City Council's approval last fall of further development at Potomac Yard.

Looking to Loudoun

Van Fleet said Alexandrians need to follow the lead of Loudoun County voters, who were so upset about problems stemming from that county's breakneck growth that they threw eight of nine county supervisors out of office in November, and voted in a slate of anti-sprawl candidates to replace them.

Noting that each of six current members of Alexandria City Council have served a minimum of six years, and some have been in office for as long as 15 years, Van Fleet is



Townsend Van Fleet

calling loudly for a leadership change.

"City Council has had plenty of time to address the issues of gridlocked roadways, overcrowded schools and other byproducts of growth," he said. "Their time is up. They've had their chance to guard the quality of life in this city, and they've blown it." Van Fleet said he is running for office out of a desire to perform a public service for the city.

If elected, Van Fleet said he would undertake such projects as efforts to:

- Preserve Alexandria's waterfront from overdevelopment;

- Build schools so the city's children will not have to attend classes in trailers;

- Ask the city's police force to take a bigger role in sorting out traffic jams;

- Work to combat air pollution caused by the increase in city traffic; and

- Hold some City Council meetings in such neighborhoods as Del Ray and the West End to increase citizen participation in civic decision-making.

Saving Neighborhoods

Such positions helped convince Linda Couture to throw her support to Van Fleet early on.

"He's concerned about quality of life issues in Alexandria," said Couture, an Old Town resident who is co-host of "Alexandria Impact," a local cable-television show.

"Right now City Council seems to be reactive. Residents are having to organize constantly to help save their neighborhoods," said Couture, who ran unsuccessfully as a Republican for City Council three years ago. "I think Van can contribute some strategic planning, so we're not deciding on developments neighborhood by neighborhood, zoning ordinance by zoning ordinance. He will help the city do some hard thinking about what it wants, and how to get there."

Military Man

Couture said she sees Van Fleet as a successful man with proven leadership experience, one who sets goals and meets them. For examples, she points to his resume. After graduating from the U.S. Military Academy at West Point in 1958, Van Fleet served in the Army for 23 years, including assignments in Vietnam, before he retiring as a colonel in 1981.

That year he created Van Fleet Associates, a lobbying firm that represents corporations on Capitol Hill and before federal agencies. The company was reorganized as the Van

See VAN FLEET, page 47

Van Fleet: Not Beholden To Special Interest Groups

Continued from page 3

Fleet-Meredith Group in 1989.

Van Fleet said he has chosen to run as an independent, because he does not want to be beholden to any special interests. Van Fleet serves as chairman of the board of Nyumbani Orphanage in Kenya, which cares for children orphaned by the AIDS epidemic. He helped raise about \$180,000 for the organization last year.

Linda Daniel, the campaign's fund-raising chair, said Van Fleet's fund-raising for the orphanage was one factor that helped convince her to support him.

"Van's got the leadership ability, discipline and respect needed to bring people together for a cause," said Daniels, who works as a political fund-raiser on Capitol Hill. "He will be effective in getting people to compromise, and to stay on track."

Local Lobbyist

Van Fleet, who is divorced, is the father of two daughters: Bonnie, 40, a homemaker who lives in Manassas, and Robin, 35, who lives in Alexandria and works as an archivist at Howard University. He has lived in south Old Town near the Potomac River for 14 years, and in Northern Virginia for 26 years.

Experience as a lobbyist has taught Van Fleet the pitfalls that special-interest groups hold for elected of-

ficials, and how to avoid them, said George Mohrmann, his campaign manager and friend of 30 years. That experience has led him to run as an independent candidate without seeking the endorsement of either the Democratic or Republican parties.

"He is one of those few candidates who can avoid the temptations of special interests," Mohrmann said. "Van is an independent thinker who can keep in mind the best interests of the city's citizens."

Van Fleet said too many City Council members are financing their campaigns with donations from developers and other special-interest groups.

"This council has followed the lead of the developers, lock, stock and barrel," he says. "Well, we need to elect candidates who can perform for the people, and not for the developers."

"Maybe you've heard what people are saying around town," he said. "City Council never met a developer they didn't love."

Van Fleet plans to officially kick off his campaign from 6-8 p.m. on Thursday, Feb. 24, at the Hilton Mark Center Hotel at Seminary Road and Beauregard Street. For a schedule of earlier fund-raising events and other information, see his Web site at www.vanfleet2000.com.

THE SEMINARY HILL ASSOCIATION, INC.
Alexandria, Virginia
March 14, 2003

To the Mayor and Members of Council:

This is to memorialize you that the Executive Board of the Seminary Hill Association at its monthly meeting March 12 unanimously passed a resolution asking that a letter be addressed to the Alexandria City Council regarding the Eisenhower East Plan that makes the following four points:

* First, we believe that the process for developing the East Eisenhower plan was exemplary and we urge that a similarly open and transparent process be used to develop the plan for West Eisenhower. In that connection we believe that Eileen Fogarty and her staff deserve the thanks of the community for their hard work.

* Second, no plan is perfect and the Eisenhower East Plan is no exception. The traffic impacts projected in the Plan threaten daily rush hour gridlock. As a remedy, We believe that the City must adopt a lower parking ratio for the site and introduce it gradually to an average of 1.3 spaces per 1000 gross square feet of construction rather than the 2.0 average proposed in the Plan. The 1.3 ratio is more in keeping with mixed use construction and will help reduce the burdensome traffic problem. It also is consistent ratios imposed by neighboring jurisdictions.

* Third, the Plan build-out makes construction of a ramp connecting the Beltway with Mill Road an urgent requirement, not something on the drawing boards with a 5-7 year time frame. While Council cannot control VDOT planning and funding, the City more aggressively must pursue the earliest possible construction date.

* Fourth, too often in the past plans like those for East Eisenhower have been sabotaged by exceptions granted to property owners and developers on grounds of hardship, market requirements, or other claims. Council must reject all temptations to tinker with the Plan today or in the future in order to satisfy special pleadings.

Sincerely,
(Signed) Joseph Gerard
Vice President

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1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

EXHIBIT NO. 8

13
3-15-03

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

March 12, 2003

Honorable Mayor and Members of City Council
Room 2300, City Hall
301 King Street
Alexandria, VA 22314

Re: Eisenhower East Planning Study - Hoffman Properties

Dear Mayor Donley and Members of Council:

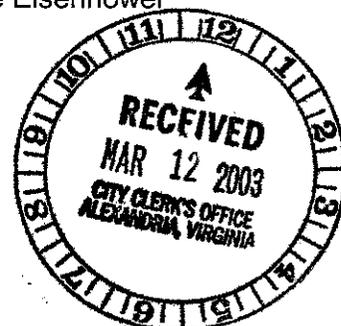
I am writing on behalf of the Hoffman Family, LLC ("Hoffman"), to comment on the proposed Eisenhower East Small Area Plan and related rezoning and text amendment. The proposed Small Area Plan has much to commend and we appreciate the efforts of the planning commission, staff and consultants.

The 56 acres of Hoffman properties constitute the majority of the remaining undeveloped land within the Eisenhower East study. Hoffman is thus the most affected by the proposed plan and rezoning. Hoffman is also the individual holder of several zoning approvals for the planned development of all the remaining vacant land parcels in Coordinated Development District-2 ("CDD #2"), except for a 3.0 acre tract owned by the American Truckers Association. I have attached a synopsis of the pending CDD concept plan SUP, preliminary development plan SUP and transportation management plan SUP ("Hoffman Approvals")(Exhibit A).

The draft plan makes major changes to the uses and densities that were unanimously approved for the Hoffman properties by the City Council in 1998. For example, the plan reduces the total amount of office floor area on the Hoffman Properties by approximately one million square feet.

The Hoffmans have expressed a willingness to cooperate with the City in this planning process. Over the last year, they have participated in the planning process and offered numerous compromises. We have, however, consistently raised concerns about a number of elements in the draft plan, rezoning and text amendment with the staff and the planning commission. Several of these concerns have not been addressed. We believe our requests are justified both by sound planning principles and fundamental fairness.

If these remaining issues are not addressed, it will be very difficult for the Hoffmans to abandon their vested City Approvals, and proceed with the implementation of the Eisenhower East Plan.



These issues are described below:

1. Maximum Parking Ratios

Office Parking.

The proposed maximum office parking ratio of 1.66 employee cars per 1,000 gsf is well below the needs of office tenants and will affect the marketability of office space, create spill-over parking, or both. This mandatory reduction would require at least 47% of employees to travel to work by means other than a single-occupancy vehicle. We believe this goal is too aggressive.

We are aware of no private sector office user that has achieved this level of reduction in Alexandria, and only one federal agency, the USPTO, which is under development, has approached this standard in Arlington. Ironically, other aspects of the draft plan discourage similar such federal agency tenants for Eisenhower East. Very high SOV reductions in this location are limited by the availability of transit connections to the south, west and east. The failure to build adequate parking will create a permanent problem that adversely affect the long-term competitive viability and economic vibrancy of Eisenhower East.

Residential Parking

The proposed maximum ratio needs to allow for flexibility for different types of residential development. The proposed maximum ratio of 1.1 spaces per 1,000 GSF may be appropriate for high rise rental apartments with a high percentage of one bedroom units, but it is too low for townhouses or high-end multiple bedroom condominiums. Furthermore, the number of residential parking spaces does not correlate directly to vehicle trips. Many families may own more than one car but not drive them to work every day. A parking ratio of 1.5 spaces per 1,000 GSF is more appropriate for the market in CDD #2 and provides greater flexibility to plan residential developments that encourage families.

Retail Parking

Retail is a highly desired element of the Eisenhower East plan, yet the limitations on retail parking will adversely affect its viability. Retailers in this market often require a minimum of four to five spaces per thousand. Increasing the retail parking ratio will not adversely affect traffic congestion since retail is an off-peak trip generator. The plan also appears to include "entertainment" uses, presumably including the cinema, in the 2.0 per thousand maximum parking ratio. This ratio is less than half the daytime parking demand from the cinema and far less than the evening and weekend peak demand.

2. Existing/ Approved Buildings and Parking Should be Grandfathered

As we have previously informed the planning staff, Hoffman has binding, long-term leases for the existing office uses of Hoffman Buildings I and II and daytime theatre use. These tenants have required 3,000 parking spaces. These spaces may be relocated from the existing surface parking into a parking structure and may be shared during non-business hours with the AMC Theatre which has a leasehold requirement for 3,000 spaces seven days a week.

However, these 3,000 spaces cannot be counted toward the needs of other future office buildings and any application of maximum parking ratios must exclude these spaces required for existing tenants. The approved parking garage on Mill Road, the Hoffman Buildings I and II, and the theatre should be grandfathered and not included in the calculation of maximum parking ratios.

3. Downzoning of Blocks 24 and 25A

Below-grade parking will not be practical in certain locations due to high water tables, soil contamination, etc. Although the plan does not require underground parking, it reduces the allowable building floor area if two levels of parking are not built below grade. The subsurface conditions will not allow underground parking on Blocks 24 and 25A. However, the plan assumes all the parking for these blocks will be underground. The penalty for above ground parking on these blocks would be approximately 50% of the allowed floor area and thus would cut the density for these blocks in the Hoffman Approvals in half.

The draft CDD Text Amendment proposes to rezone Blocks 24 and 25A from the CDD #2 to the CDD #11. It also proposes to reduce the maximum floor area ratio permitted without a CDD Special Use Permit from 1.25 to 1.0 for these blocks. This downzoning was never studied or discussed during the extensive planing process and is not justified. We object to this downzoning and request that these blocks remain in CDD #2.

4. Access to Blocks 9A and 9B

The proposed street network limits access from Eisenhower Avenue to block 9B to right in/ right out by eliminating the road on the west side of the metro station that would form a four way intersection with Swamp Fox Road. We request that access be allowed at a four-way intersection with Swamp Fox Road including a median break.

5. Re-design of Stovall Fly-over

The Small Area Plan accepts the current VDOT design of an elevated "fly-over" ramp from the Telegraph Road interchange to Stovall Street at Eisenhower Avenue. We believe this elevated ramp conflicts with the "urban" character of the plan and severely restricts access to both block 9A and the existing Holiday Inn. We propose that the small area plan include redesign of this ramp and that the City and Hoffman re-open discussions with VDOT to review alternate designs for this ramp.

6. Proposed Road between Blocks 11 and 12

The proposed east-west road between blocks 11 and 12 divides this important development block into very small development parcels. We request that this street be eliminated.

7. Infrastructure Costs

The proposed plan dramatically increases the cost burden of constructing public infrastructure by greatly increasing the amount of roads, plazas and public spaces. The implementation section of the plan recognizes that a significant portion of these additional costs should be borne by the public. As the plan proceeds toward implementation, the majority of

increased costs for public improvements should be funded through the City's capital improvements program. The proposed extension of the Metro platform should be funded by WMATA.

8. Parallel Parking along Eisenhower Avenue

We disagree with the proposal to allow parallel parking along Eisenhower Avenue west of Mill Road. If sufficient off-street parking is allowed, this parking will not be needed. Traffic volumes will require access to all six through lanes in the near future. Allowing parking that will need to be removed creates a public perception that something is being taken away.

We appreciate your consideration of our concerns and request that you amend the draft plan to address these issues.

Sincerely,


Jonathan P. Rak

Enclosures

cc: Ms. Eileen P. Fogarty, Director, Department of Planning and Zoning
Mr. Hubert N. Hoffman, III
Michael Perine, Esq.

Exhibit A

Synopsis of Existing Hoffman Zoning Approvals

- **CDD Development Conceptual Design Plan.** Encompasses the entire 56 acres of Hoffman Properties within CDD #2, designated by land development blocks numbered 1-11 ("Blocks 1-11"), approved by City Council on February 21, 1998 with amendments on June 13, 1998 ("CDP"). Establishes approved uses, approximate block sizes, individual block densities or floor area ratios, amounts of structured parking on each Block, comprehensive road network, and maximum building heights in each Block.
- **Preliminary Development Plan Special Use Permit # 98-0042.** Encompasses Blocks 2,3,4,5 and 6, bordered by Mill Road, Eisenhower Avenue and Stovall Street ("Town Center"), approved by City Council on June 13, 1998 with amendments on November 18, 2000 ("PDP"). The PDP includes the existing AMC Theatre, Hoffman Buildings, and Retail Plaza as well as an eight level parking garage in Block 3, two new office/retail buildings in Block 5 adjacent to Eisenhower Avenue and further approves the planned level of development for Block 2 specified in the CDP. The private road network for the Town Center and several new buildings have been fully constructed pursuant to the PDP. In addition, substantial public improvements for the entire Town Center required by the PDP have already been performed and a final site application is now under review by City staff for the construction of the developer's next subsequent phase.
- **Transportation Management Plan Special Use Permit # 98-0043.** Encompasses the entirety of Blocks 1-11, provides a comprehensive approved road network, schedule of public road improvements and development proffers, amounts, size and locations (underground or above grade) for the structured parking garages and surface parking spaces approved in the CDP, and establishes the parameters of the transportation management plan for Blocks 1-11, approved by City Council on April 18, 1998, with amendments on June 13, 1998. ("TMP") Substantial portions of the road network, parking, public road improvements and development proffers approved and/or required by the TMP, have already been constructed and/or performed.
- **Coordinated Sign Program Special Use Permit # 97-0163.** Encompasses the entirety of Blocks 1-11 and establishes a hierarchical priority, detailed design requirements, and approximate sizes and locations for ground-based, building-mounted, and free-standing illuminated signs, street signs, retail signage, decorative and directional markings for the Hoffman Properties, approved by City Council on June 13, 1998 ("CSP"). Numerous building mounted signs, street signs and the signature Hoffman Town Center free-standing illuminated sign have already been constructed pursuant to the CSP.

SPEAKER'S FORM

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK BEFORE YOU SPEAK ON A DOCKET ITEM.

131
3-15-03

DOCKET ITEM NO. 13

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

- 1. NAME: HOWARD MIDDLETON
2. ADDRESS: 3110 FAIRVIEW PARK DR., FALLS CHURCH, VA
TELEPHONE NO. 703 641 4225 E-MAIL ADDRESS: hmiddlita@redsmith.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? American Trucking Assn. for
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: AGAINST: OTHER: [check]
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
ATTORNEY
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES [check] NO

This form shall be kept as a part of the Permanent Record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

Additional time, not to exceed 15 minutes, may be obtained with the consent of the majority of the Council present, provided that notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item can be waived by a majority vote of Council members present, but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at Public Hearing Meetings. The Mayor may grant permission to a person, who is unable to participate in public discussion at a Public Hearing Meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
If more than 6 speakers are signed up or if more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
If speakers seeking to address Council on the same subject cannot agree on a particular order or method that they would like the speakers to be called, the speakers shall be called in the chronological order of their request forms' submission.
Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

SPEAKER'S FORM

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM.

13
3-15-03

DOCKET ITEM NO. 13

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Jonathan Rak
2. ADDRESS: 1750 Tysons Blvd McLean, VA 22101
TELEPHONE NO. 7037125411 E-MAIL ADDRESS: jrak@mcquirewoods.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Hoffman Family LLC
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: _____ AGAINST: _____ OTHER:
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES NO _____

This form shall be kept as a part of the Permanent Record in those instances where financial interest or compensation is indicated by the speaker.

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- Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

13

3-15-03

**ROUGH DRAFT
VERBATIM TRANSCRIPT
CITY COUNCIL OF ALEXANDRIA, VIRGINIA
SATURDAY, MARCH 15, 2003 – PUBLIC HEARING MEETING**

* * * * *

Following are the comments of Linda Couture on the Eisenhower East Small Area Plan:

Couture: I'm speaking both for as a board member of Alexandrians for Sensible Growth and on a personal note. First of all, when I ran for Council in 1997 unsuccessfully, I really was asking for vision, for long-range planning, and so when this process started with the Plan for Planning and then this, no one could have been more excited than I. And, I'm still as excited as I was when I heard about it from the outset. So, I'm here just to clear up three things. First of all, Alexandrians for Sensible Growth is endorsing and supporting the Seminary Hills Association parking proposal which is 1.3 spaces per thousand square feet of growth. So, we want to go on the record for that. The next issue is semantics. The Alexandrians for Sensible Growth has never endorsed, asked for in its mission statement or anywhere for a moratorium on development. We think that would be expensive, unreasonable, time consuming and just more battles with the business community, and we don't think it is the way to go. The other thing is

Mayor: But, shouldn't you be talking to that other guy who says you think it is the way to go?

Couture: He needs to read some of our literature.

Mayor: Yeah, do you two want to get in the back of the room and get on the same sheet of music?

Couture: And, finally, when Alexandrians for Sensible Growth sent a letter to Council talking about the fact that we like this plan, we commended the Council, Eileen Fogarty, the Planning Commission and everyone involved and think it is a step in the right direction and liked it. We, like other people, had some concerns with the traffic and the impacts. So, when the message went out, the word deferral was used which was saying, "maybe we should wait and approve finally after some of those issues been address." The word deferral should not be confused with the word moratorium because we never asked for nor do we want a moratorium, and we don't want the plan to be turned down. We want it to be strengthened and looked at some of these issues, the parking and traffic. Thank you very much.

Mayor: So, then you, let see, you don't wholeheartedly endorse my idea for a short-term building moratorium.

Couture: No, let me read from our, it's on the web, it's on the web as a public record. We talked about this candidate's proposed moratorium on all development. Our respond is: ASG believes, this is a quote directly, ASG believes that such a moratorium would lead to unproductive, expensive and time consuming battles with our business community. Thank you.

Mayor: Okay.

Couture: Have you any other questions?

Eberwein: Wait, may I ask a question?

Mayor: Sure.

Eberwein: I received a huge number of e-mails. I was told they were generated by information that your group put out that specifically said don't support this plan. And every e-mail that I have received has said that this plan should be opposed. That it would lead to absolute terrible things in terms of parking and everything I've heard is that it was your organization that started that mass e-mail campaign. And, you know, I'd like to know which way are we playing it here. Now, we're endorsing after the Seminary Hills meeting or are all these e-mails that we're supposed to answer that were generated by your group absolutely opposing this plan. People saying, we will watch the Council Members. Those who approve this plan, we will not vote for. Where did those come from? They didn't come out of thin air.

Couture: The, I mean I have a record of all of the e-mails that I think I can certainly provide those to Council.

Eberwein: These things came out in a flyer. I was told that the flyer was distributed.

Mayor: Do you have a copy of the flyers?

Couture: I don't have the flyer.

Mayor: Um. Was there a flyer that was put out by ASG?

Couture: I have to get back to you on this because

Mayor: Oh, wait a minute, there is just five of you. You know, it's not like you got to go search the institutional memory here?

Couture: Did we hand out a flyer? Or send one?

Mayor: Yeah, I mean there's five people in your group. I would think that you would be able to understand and keep up with what everybody's. This isn't like it's major league baseball. I mean...

Couture: We handed out flyers.

Mayor: Did you put out a flyer?

Couture: We handed out flyers. We handed flyers out at all of the political forums so far.

Eberwein: No, no. I was told.....

Cleveland: Can we stop the politics and get on with the Plan?

Eberwein: neighborhoods were plastered with flyers to oppose to this.

Pepper: Kerry.

Couture: If there is, I need to ask the husband of our president because I'm not aware of the flyer. I didn't hand out flyers. I did not see a flyer.

Mayor: Well, did...

Cleveland: Can we get on with the Plan?

Couture: No, I didn't see a flyer. I'd like to be able to ask

Mayor: Why don't you ask, why don't you ask

Cleveland: This is politics. It's politics.....

Mayor: Bill, Bill, Claire has the floor. You want to address it, Mr. Parry?

Parry: May I.

Couture: Sure. I didn't see one.

Parry: There was a flyer, and it requested, it made a very, very specific request that

approval, that this plan be opposed because we wanted approval, we did not want it approved today. We wanted deferral, and it very, very specifically said why we wanted deferral. And, the deferral was so that the traffic could be studied, and so that the parking problems could be addressed.

Eberwein: That is not correct. What I have been getting, and I think every Council Member has been getting the same e-mail.

Parry: I seen them.

Eberwein: Your flyer said that apparently until a transportation master plan was completed for the entire City this was just going to promote absolute terrible things for the City. We have received probably thirty or forty e-mails generated, I believe, from your organization, absolutely telling people to go on record against this. That this was terrible, and until a complete transportation master plan was done which would probably take two to three years, that no one should go out for this plan. That's what I've received and yet you're coming back here today and telling us that you endorse the plan with a letter that I believe was probably written after the Seminary Hills meeting which occurred I believe two nights ago. I want to know if you plan on informing everyone that you sent the flyer out to that you have now switched your position.

Parry: If, if this parking amendment is adopted.

Eberwein: I asked a simple question, yes or no?

Parry: We said if it's adopted, it can be approved, because this parking amendment goes far enough to address the traffic and parking problems.

Eberwein: I'm sorry, you're being inconsistent.

Parry: I don't think so, Claire.

Eberwein: Oh, yes you are!

Cleveland: So, is this Council. Let's move on with the other.

Euille: Kerry.

Donley: Mr. Euille.

Euille: Mr. Euille, I move that we close the public.....

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